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, JULY 2, 1836. No. 27.

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

TERMS.
TWO DOLLARS AND FIFTY CENTS
Per annum, payable halt yearly in advance.
ADVERTISEMENTS
Not exceeding a square inserted three times for ONE DOLLAR; and TWENTY FIVE CENTS for every subsequent insertion.

LEONARD MACKALL, M. D.
SURGEON DENTIST.
Will visit Easton about the 15th day of July next. He may be seen at Dr. Denny's or Mr. John Bennett's.
Baltimore, May 27th, 1836.—June 4

A CARD.

DOCT. T. J. TURPIN,
Has commenced the practice of Medicine at St. Michaels, and respectfully offers his professional services to the public.
june 18 3tq

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,
QUEEN'S-WARE. WOOD WARE,
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 (Wtaw6w)

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 assortment 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 generally are respectfully invited to give them a call.
april 23 cuw6w

Notice to Carpenters.
The Commissioners for Talbot County, finding it necessary to repair or rebuild the Cupola and roof of the Court House, will receive the written proposals for finsing the materials and doing the work until the first Tuesday in June next. Carpenters desirous of undertaking the job, are requested to confer with the Commissioners upon the subject, and examine the building previous to that time.
Per order,
THOS C. NICOLS, Clk.
may 7 1w6w

For Sale or Rent.
A very valuable Tan Yard in the Town of Easton, Maryland. To an active and enterprising young man, with some capital, this property might be made very profitable, being in a neighborhood where there is a large consumption of leather, and a considerable supply of raw hides. The facilities of communication with the city of Baltimore are very great, as two Packets and a Steam Boat ply constantly when the navigation is open. For further particulars enquire at this office.
March 5, 1836.
The Delaware Journal and the paper at Dover will copy the above once a week for 8 weeks and forward account to this office for ollection.

REMOVAL.
Miss ELIZABETH MILLISS
MILLINER AND MANTUA
MAKER.
Respectfully returns her sincere thanks to the Ladies of Talbot and the adjacent counties for the liberal patronage extended to her since she commenced the above business, and assures them that any work in either of the above branches entrusted to her, will be finished in the most fashionable style and at the shortest notice.
She has removed to a room in her father's dwelling, next door to the late residence of Dr E. Martin, and opposite to that of Mrs. Kennard, where she solicits a call from the Ladies.
Easton, dec 26

TO RENT.
The House and Store now occupied by the Rev. Mr. Hazel, next door to the Easton Gazette Office. Apply to the subscriber.
R. H. GOLDSBOROUGH.
Dec. 12

Correspondence of the Newark Daily Advertiser.

LYNCHING A JERSEYMAN IN GEORGIA.

MONTICELLO, (Jasper co.) Geo. June 13.

An itinerant citizen of your State and neighborhood has within a few days been severely handled by the people of Hillsborough in this county, on suspicion, that he is an Abolitionist. I returned from that place yesterday and received from Dr R. a copy of the proceedings of the public meeting which tried and condemned him, with a request that they should be sent to you for publication. The minds of the people are highly exasperated, and the wonder is that they let him escape with his life. I endeavored to find out where he might be seen, as it is not impossible, that I may know some of his connections at home, the name, being very familiar. He is said to be a preacher, and his name is *Aaron W. Kitchell.*

Mr K. had recently arrived at Hillsborough from Twiggs county, where he had excited much feeling by the promulgation of his sentiments, and a number of letters followed him to Dr. Thomas, recommending that he be examined and sent out of the state.—He was accordingly arrested, and amongst his papers were found five certificates and letters, some of which were intended as passports, and all commending him as a preacher of the gospel. One of these Dr. R. told me he acknowledged to be a forgery, and the examiners therefore concluded they were all spurious. Under these circumstances, word was sent out for a meeting, and on Wednesday the whole male population got together, & executed summary vengeance. The following is an official account of the proceedings, furnished for publication by the secretary:

At a meeting of the citizens of Hillsborough, Geo., on the 8th June, 1836, Cuthbert Reese, Esq. was appointed Chairman, and Dr. A. T. Riley, Secretary. Wm. Phillips, Esq having stated the object of the meeting, a committee was sent for Dr. R. Thomas, who was said to be in possession of facts to confirm the intelligence that Kitchell had been holding communication with the black population. Dr. Thomas accordingly came forward and confirmed the statements set forth in the letters. Kitchell was then taken and examined, and failing to give any satisfactory account of himself, on motion of Col. F. N. White, the following Committee of twelve was appointed to report a course of proceeding, viz: Isaac T. Moreland, Wm. Phillips, Wilkins Jackson, Dr. R. C. Clayton, Thomas J. Smith, Col. White, Joseph C. White, Maj Weekes, A. Alexander, John G. Morris, E. C. Butt, James Johnson, Esqrs.

The committee retired, and after deliberation, made the following report, which was *unanimously* adopted, viz:

The committee to whom was referred the case of the Rev. A W. Kitchell, report—That upon examination they find sundry certificates & other papers of a suspicious & spurious character, & have thought proper to retain the same in the hands of the Secretary until further information is obtained concerning them.

The Committee would advise that the said Kitchell should be rode around the village on a Rail with a band of all kinds of music, playing the Rogue's March—that his head should then be tarred and feathered, and again rode round the village as before—that he should also leave the State within ten days from this time, under the penalty of Lynch's Law.

Upon motion, it was resolved, That the proceedings of this meeting be published in the public gazettes of Milledgeville, with a request that they be republished in all papers opposed to the fiendlike purposes of Northern Abolitionists.

CUTHBERT REESE, Chairman.
Robert A Ridley, Secretary.

A further Committee was appointed, informally, I understand, to carry out the recommendation adopted by the meeting. Poor Kitchell was accordingly stripped, his head shaved and a covering of tar and feathers substituted, and he carried about the town to the music of the Cauthumpian band.

You can publish the proceedings or not as you shall judge proper. I have nothing to say myself, situated as I am here.

Remarks by the Newark Advertiser.—The individual who has been thus barbarously treated by the citizens of a sister State, is a member of one of the most respectable families in the State of New Jersey; a graduate of Princeton College; a licentiate of the Theological Seminary, and a young man of distinguished worth; amiable, unassuming, and we hesitate not to believe, *unoffending*. We are assured by a friend who has an intimate knowledge of his whole history, that there is nothing obtrusive or offensive in his manners or sentiments on any subject; and moreover, that when he left home a year ago, he was decidedly opposed to the views of the Abolitionists as a party. It is not at all probable therefore that he has given any just offence to the people of Georgia, and most certainly there could have been no just cause for such unceremonious, inhuman, and savage treatment.

What would be the feelings of these high minded Georgians, if the people of New Jersey were thus lawlessly to abuse a citizen of that State, on any pretext whatever? If an American had been so treated in Mexico, it would have been to them abundant cause for a call upon the government for the punishment of the offenders; and in truth such a breach of every principle of courtesy and justice on our part, might have made the country ring with cries for the separation of the Union. But we forbear for the present, and shall wait for further and more particular information.

Mr Kitchell, we may remark, is a native of Hanover, in Morris County, and is a grand son of the late Hon Aaron Kitchell, for many years a distinguished Representative in Congress from this State, and subsequently a member of the U. States Senate.

From the Eastern Shore Whig.

EASTERN SHORE RAIL ROAD.

No. 4.

To the People of the Eastern Shore.

The great Internal Improvement Bill having passed the Legislature, a crisis thereby has arrived in the affairs of the Eastern Shore; and it remains to be seen whether we are capable of bracing ourselves up to keeping pace with the energies of the times, or by our supineness to remain a bye word and a reproach to the ignorant, who by the way, are generally arrogant. Harmonious action from compromised views, are yet essential to effect the proper construction of our great work, for the general benefit of the Shore, and I would not tax myself nor my readers with further essays, did I not believe some great errors are exising in the public mind, which it is necessary should be corrected before we can reach wise conclusions. Having however full reliance that the intelligence of the people of the Shore is equal to any emergency, and that they only want a fair view of facts and to pursue [illegible] conclusions of unerring certainty.

The first error I shall attempt to correct is that which the joint committee of the Legislature has fallen into in their recent report to the body which they were members, and which was published in the Whig of June the 4th, and accompanied with some commentaries upon that part of it which relates to the Eastern Shore Rail Road, by the Editor.—Before making any extracts from or commentaries upon, that report, I will remark that it was drawn up and signed by T. G. Pratt, Esq. and Doct. Claude, of the Western Shore, two gentlemen who for intelligence and high character stand as fair as any other gentlemen in or out of the Legislature, but who, from never having been over the Shore, and who from the want of a correct map, (all attempts at improving which having been as yet worse than useless,) can, from the nature of things, know but little of the topography of the Shore, and less of the wants of the people. The third person who signed the report was T. A. Spence, Esq. a young gentleman of much promise and who may hereafter be very useful to his State, if his unfortunate identity with the misguided and selfish views of his county, do not impede or defeat a career which otherwise promises fairly.

That the two first named gentlemen should have reasoned thus in the report:—that 'the construction of such a work (the E. S R. Road) so extensive and general in its character, for the transportation of persons and produce, must be useless in a country abounding as does that section of the State in bold navigable streams, offering at the door of almost every citizen, the best and cheapest facilities for transportation to every market on the globe,' and 'its becoming a thoroughfare for the trade and travel would certainly arise from and grow out of taking that trade and travel to a rival city, which, it is our business to carry to our own,' is no way surprising, considering that they had committed themselves to go against all appropriations to any work; but that Mr. Spence, a citizen of Worcester county, should subscribe to this statement, is a matter of no little surprise, particularly when it is known that his county through others and through himself as her organ has been the most ardent and clamorous part of the Eastern Shore for many years for works of Internal Improvement intended to pass through that county, some of which were of gigantic extent and requiring heavy appropriations, to be carried out, from the State; and none perhaps has been more sore under disappointment than that gentleman at having his 'Atlantic rail road' bill negatived by the present Senate.

It will materially aid the cause of truth and a just estimate of the variant and the true interest of the Shore, to give a history of the action of Worcester county through her delegation for the past few years, and it may *aid future legislators*, not only to *protect* the interests of their own counties, but those of the Shore generally. It may aid them not only in readily disposing them to grant salutary laws, but in promptly *withholding* such local laws as may have a pernicious tendency against the general interests of the Shore. Notwithstanding the extraordinary care now taken by the committee above alluded to, to give evidence of their determination to defend the trade of our Shore from going on the rail road to a rival city, which it has been our business to carry to our own,' it will be found on examining the journals of the legislature, that some two or three years ago, Worcester county procured the passage of a resolution authorising a heavy expense, the survey of the sounds and water courses along the margin of the Atlantic Ocean, with the view of opening a line of navigation from the capes of the Chesapeake bay to the Delaware bay by a stupendous canal.—The State's Map Maker was accordingly engaged it is believed one whole year and a part of another, making this survey and estimates, and when completed, it was accordingly recommended to the legislature and a bill passed the House of Delegates at the instance of *Worcester* county requiring a heavy subscription on the part of the State, and this bill was negatived by the Senate more from a belief of the immense expense and impracticability of the word, than because it was destined to take that trade to a rival city, which was now shared by our fine navigable streams almost at every man's door, & wafted thereby to our own city. Since that bill went by the board, Worcester county has obtained another measure of Internal Improvement from the legislature and that is to survey a route for a canal from the Pocomoke to little Annamassic, to avoid the mud flat at the mouth of the river—this of all her schemes most merits the patronage of the State if it really be practicable at a tolleravle cost to canal our low and level lands, which, strange as it may seem at first view, there are great doubts of, and I proposed to discuss this matter hereafter. But the most extraordinary part of this report is that it should have received the signature of the gentleman from *Worcester*, to a denunciation against the Eastern Shore rail road as an Anti Baltimore road, for the general moment of signature, his 'Atlantic rail road' bill was laying on the table of the Senate which had been moved to be reconsidered after we had negatived it, by myself at the gentleman's earnest solicitation. This bill was of a most general character authorising rail roads to be made in any part of Worcester county ad libitum, and the avowed and acknowledged object chiefly of which was, to form through that county a connecting link to unite the Virginia and the Delaware rail roads (already chartered) together.—Be it remembered the Virginia and Delaware rail roads, are already chartered and want nothing *but the privilege of this link through Worcester* to make it completely independent of Maryland and entirely under the controul and subservient to the city Philadelphia'—It is true Worcester asked for no appropriation to this road, because it is obvious that Philadelphia had rather make this road and have the controul over it than that Maryland, should make and controul it. It is childish weakness any longer to doubt that rail roads will be made all over the world where business can be found or created to sustain them, and although the high price of iron from its great demand in Europe as well as in this country for rail road purposes may repress some of them for a time, they are yet destined to be made.

Now fellow citizens of the Eastern Shore, I will trouble you once more to cast your eye over the map of our peninsula and you will find that a rail road may be made from the capes of the Chesapeake through Worcester county and the State of Delaware to unite with the Philadelphia and Baltimore Rail Road without once crossing a navigable stream above navigation, except the cross cut canal, and this road may be made all the way over level land till it reaches the upper part of Delaware State. This road would necessarily be a little longer than the one which we propose.—Now I assume a position that I cannot be driven from, and that is, that a road made through the peninsula must be made for general purposes of travelling and that without those general purposes no road can be sustained and kept up. I moreover assume that as two roads cannot be sustained, they must not be made nor allowed by Maryland through her territory. If there was a road through Delaware connecting Maryland with Virginia, pouring all its commerce on the depots of the Delaware Bay from necessity, and one through Maryland *dividing its commerce* between the Chesapeake and the Delaware Bays, as better prices might lead it to either market, who would doubt which road Philadelphia would patronize and support! Maryland has the entire power and control over this subject, and we Eastern Shoremen shall be recreant to ourselves, and our interests, if we do not retain it, and use it, but use it with liberality, even to our would be rival State of Delaware. If you surrender this power to Worcester County, she forthwith transfers it to Delaware and Philadelphia and then good bye to rail road improvements on *this side* of our peninsula except as lateral tributaries to the Delaware bay. In such an event we should require *our million* of money for the shore *to be reserved* and used for purposes about which hereafter there would be little, very little diversity of opinion. If one rail road were once constructed it would be the *interest of Baltimore* to help us to construct laterals, to all our county towns and navigable depots, but once allow a Delaware road to supersede us, and then it would be the interest of Baltimore to prevent if possible our connection with it, and we might in the end in such case not be able to command out million even for this mendecant purpose, however much we might desire it.

The relative position then in which Worcester County stands to the rest of the Shore should be well understood by the people of the Shore, and particularly so by *those* who may be *our future Legislators*. I know it is too much the fashion to forget the State in the contemplation of our sectional localities, and it is almost becoming high treason, to deny to a county any thing her delegates ask for, however much the general interest may be indirectly prejudicially affected by it. This mistaken *kind feeling*, has to be pushed a little further; and to increase as it has increased for a few years to make our county laws as variant and as discordant as the colour of our cattle, and the social political compact a rope of sand. I have often given offence as a member of the legislature by opposition to measures, which I regretted, but the fear of it, never deterred, and no man is fit to represent the People who will be baulked by such considerations. I have regarded and still regard Worcester county, whose trade is chiefly with Philadelphia and New York, if not as alien to the State of Maryland in her feelings, as having with the rest of the State at least, but little identity of interest.

I may perhaps be charged with doing the county injustice, but if she has in one solitary instance when any measure of Internal Improvement has been before the Legislature calculated for the immefurnished one single voice, in her support in either branch of the Legislature, it has not been my good fortune to see, or hear of it.

She has now an opportunity by promptly abandoning her own scheme of a rail road and uniting with us in ours, of making her interests identical with the rest of the counties on the Shore, and if she lets the opportunity pass, it may hereafter be a source of loss and regret to her citizens, not to be repaired, and forever afterwards by themselves to be deplored.

I here tender to the editorial corps on the Shore, except in Cecil county, my respectful thanks, for the prompt manner in which they have given me a hearing, on a subject so vitally important to the people of the Shore. Cecil stands almost on the proud eminence of being independent of the sectional interests of either Shore, but I cannot think that the dissemination of the knowledge of what other parts of the state are doing, and proposing to do, would in any degree harden uselessly the mind of that enlightened county. So long as it remains doubtful whether we shall succeed in making our road, or whether we shall surrender it to be made by Philadelphia through Delaware, so long will it remain doubtful whether the point of junction between the lines of travel between Baltimore and Philadelphia, and the great line of travel through the Eastern Shore, shall be at Wilmington in Delaware or at Elkton, in Maryland. This question at present engrosses but little of the attention of the good people of Cecil county, but the time will come, if they loose this point, when they will bitterly reproach those whose business it was to protect, and take care of it. I use the term *great* travel of the peninsula purposely, after due deliberation and reflection.

THOS. EMORY.

THE INTERNAL IMPROVEMENT BILL.

The Internal Improvement Bill has passed the House of Delegates by a majority of 19 votes; and the Senate by a vote of 11 to 2.—We have repeatedly expressed our belief, and claimed in support of that opinion the concurrence of the great mass of the people of this county, that it would have been prudent to have suspended any action on this subject until the next meeting of the Legislature. Another course has been taken; the Legislature have thought expedient to pass the bill, and it becomes now a matter of immense moment to know what are its provisions. It provides for the subscription of three millions of dollars to the stock of the Canal Company, and the same sum to the Baltimore and Ohio Rail Road Company; one million of dollars to the Eastern Shore Rail Road, and five hundred thousand dollars, each to the Annapolis and Potomac and the Maryland or Cross Cut Canal. The money is to be borrowed on the faith of the State, with a condition that the loan shall not be contracted for unless it can be obtained at a premium of twenty per cent. The provision is applied to all the works of Improvement contemplated by the act that no subscription shall be made to any of them until it shall be ascertained, in a manner which the act designates, that a sufficient sum has been obtained together with the subscription of the State to complete them respectively; also that the payment, after three years, of six per cent. on the respective subscriptions shall be secured by the companies respectively, to which subscriptions are made. It provides that the State shall become a preferred Stockholder in all the works of Improvement included in the act, six per cent, being required on the amount of stock, now invested by the State in these works before any dividend shall be allowed to the other stockholders. With these limitations it becomes questionable whether the act does not frustrate itself. A premium of twenty per cent. may be obtained on the loan, and the companies may be able to give assurances which will be deemed satisfactory, that the funds at their command will be sufficient to complete the works. But whether they can or will give sufficient guarantees for the payment after three years, of six per cent. on the loan, or allow the State to take the first profits, to the exclusion of the other stockholders, is surely doubtful. The corporate authorities of Georgetown, so far as they are concerned, have instructed their representatives in the direction of the Canal Company, to refuse to assent to the provisions of this act, or any other, calculated as they think this is, to compromit the interests of the present holders of stock; and it is supposed that the remaining stock in the District will bear in the same direction. We have seen no indication of what may be the determination of the Rail Road Company. The same conditions, viz:—that six per cent. per annum be secured on their respective loans, is applied to the other companies, now it is also enacted that neither of the appropriations of three millions shall take effect until the Cross cut Canal shall have been commenced & a sufficient amount tain by the most northern practical route. If therefore a sufficient amount of stock in the Cross-cut Canal should fail to be taken, or if the company, in whose charge it may be, should not be able to guarantee the payment of six per cent, on the stock of the State, or if the Cross-cut Canal should in any way fail to be made, each of the appropriations of three millions must be withheld. There is certainly, in view of all these restrictions, reason to doubt whether the act will take effect. It seems to have been an object of the first consideration to secure the State against any loss; and if the plan proposed be feasible, which is very far from being certain, this important object may be attained.

The motives for the introduction of some of the provisions of the Bill cannot fail to meet the unqualified reprobation which they merit. A newspaper published at Annapolis, after noticing some amendments which were introduced in the progress of the discussion, very coolly remarks that by their adoption it was understood that a considerable accession of friends could be obtained to the Bill.' One million of dollars is to be forfeited to Washington County by the rail road company, in case the work should not pass through Hagerstown; an appropriation of one million is made to the Eastern Shore rail road, which, so feeble is the prospect and importance of a rail road being made, is set apart with the condition that in case such Rail Road should not be made, the appropriation shall be held sacred, to be expended for purposes of internal improvement on the Eastern Shore, proving in the clearest manner that it was not from any conviction of the necessity or importance of making a rail road on the Eastern Shore, but merely to secure the votes of that shore that this provision was introduced. The bait of the Annapolis canal was not so alluring, two of the members from that region voting against the Bill. A system of legislation such as this, no case, whatever be its urgency, can justify. If, from any cause the interests of the State required that works of internal improvement within her borders should be completed, let the expediency of such a course be judged, and let it be determined without any such unfair bias. If the Act were altogether unexceptionable such a mode of obtaining it deserves the most marked reprehension.—Political Examiner.

THE FARMS OF ENGLAND.

The farms are regularly laid out into squares and parallelograms of from two to forty acres; and in general they are laid down as smooth and level as the roller can make them. Here is a luxuriant wheat field and there a fine meadow and next a rich pasture, and there busy preparations for putting in potatoes or turnips; and there barley or oats just shooting up from the dark and rich soil. But scarcely a rod of *fence* such as we meet with every where in the United States of America, do you see in your two hundred miles ride from Liverpool to the metropolis. All is *hawthorn*; and these hedges which are, for the most part, kept neatly trimmed, about the gardens and

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