enue, or shall use the public money, in any manner whatever, for private purposes, when convicted of either, to be declared a felon—to be imprisoned for not less than two nor more than five years—and to be fined the amount of any such fraudulent return, or of the money embezzled.

29. Any receiving or disbursing officer depositing the public money, with banks, or keeping in his possession bank notes, and thus enabling any bank or banks to become indebted, directly or indirectly, to the United States, and to discount on any such balance, whether any bank or banks shall discount on the same or not, shall be dismissed the public service, and forfeit all compensation due him.

30. Salaries; cashier at New York, $4.000; at Boston, $3.000; at Charleston $3.000; public receiver at St. Louis, $2,500. To take any compensation from persons having business with these officers, a misdemeanor and to be punished by fine or imprisonment, or both.

31. Secretary authorized to procure temporary places of deposite until the public buildings are finished in Washington, New York and Boston.

32 Where the officers are not already provided with safes or vaults, or both, authority to procure them. Twenty thousand dollars appropriated to pay these, and any other expenses arising under the act.

33. Two clerks in the Treasurer's office, two in the cashier's office at New York; one at each of the other four special depositories, each to receive $2,000 per annum, and to give sufficient bonds, and be liable to all the penalties imposed by this act.

34. All officers to make oath or affirmation to discharge their duties faithfully, etc.

35. All acts, or parts of acts, inconsistent with this act, repealed.

FIRST ANNUAL REPORT

Of the President and Directors to the Stockholders of the Eastern Shore Rail Road Company.

Gentlemen:—By the Act of Incorporation of this Company, which passed the Legislature at the session of 1835, it is made the duty of the President and Directors to give you annually, a full and distinct account of the affairs of the Company. It is now our purpose to perform this duty, and being the first report since the commencement of the active and efficient operations, it will be necessary to go more into detail than may hereafter be required. We may, perhaps, with propriety, apologize for the length and complexity of this paper, by stating, that to be understood we shall be obliged to give you a view of the operations of the Company organized by the private stockholder interest, and acting independently of the State Directors, and of the operations of the entire Company, when fully and properly organized after a union of the State with the Company Directors. The stock being subscribed in the manner directed by the charter, in pursuance [illegible] the stockholders met in Denton in December 1836, and elected six Directors, and the Directors meeting, held in the month of February following, proceeded to organize by the election of a President. This officer as soon as convenient, after being notified of his appointment, qualified as the Act directed and went on to discharge so much of the duties of his office, as was by the act made necessary for the due organization of the company, and as its interests seemed to require. On the 5th day of April following, believing that the duties of another appointment required his undivided attention, he resigned, and a President pro tempore was appointed, who continued to act as such, till the period of the annual election arrived, when a President was duly elected, who held the office and performed the duties till early in the month of June last, when he resigned, and the present incumbent was duly elected. The requisitions of the acts of the Legislature having been understood to have been fully complied with by the company, the Treasurer of the State, early in the Spring of the year 1837, made his subscription on the part of the State for ten thousand shares of the capital stock of the Company; little else was done by the Company except the creation of certain offices, some of them highly responsible and important, and filling these by appointments, till the receipt of the first instalment from the State, of ten thousand dollars.

Under the original Charter it was provided that six directors should be chosen by the private stockholders, and that five be appointed on the part of the State, and that the eleven directors should manage the affairs of the Company. There were no specific directions given indicating in whose hands should be the appointing power, and the Executive of the State declined making the appointment of directors on the part of the State, until after the passage of the further supplement to the Act of Incorporation, that passed at the last session of the Legislature, which among other matters, contained that express authority and direction. It may here be proper to state, that the ambiguous language of the first section of the first supplement to the Charter, which passed the Legislature in May, 1837, admitted of a doubt whether it was not intended by the Legislature to clothe the six directors elected by the private stockholders (until the State directors should be appointed) with not only full powers to do all acts and things lawfully necessary to keep the Charter alive, but also to do such acts and things, as the original charter permitted and authorised to be done by the eleven directors inclusive of those on the part of the State—such seems to have been the ample construction given to this Supplement, by the directors elected by the stockholders and it is not now our purpose to question the legality or propriety of this decision. By the further supplement alluded to before, which passed the last Legislature, an important modification of the Charter was made, which required its submission to the private stockholders for adoption. A general meeting of the stockholders for adoption. A general meeting of the stockholders was therefore called for the purpose of acting on this subject in May last, which being fully attended, the whole act of the Legislature was unanimously adopted. The State directors were after the passage of this further Supplement, duly appointed and commissioned on the first day of April last. Up to the meeting of the stockholders in May last, they, the State directors had received no official notice of any meetings of the Board of Directors, but as four of them were stockholders, these attended at Princess Anne, where the stockholders' meeting was held and a directors' meeting soon after being called, these four State directors appeared qualified as the charter prescribes. At these meetings in Princess Anne, the stockholders and the board of directors continued alternately in session, for several days, when such important business was transacted, other than the adoption of the supplement, passed at the last session; to act upon which, was the special object of the stockholders' meeting. Previously to this meeting in May, there had been paid into the treasury of the Company the sum of $12.554 of which $2551 was paid by the private stockholders, and the balance by the State treasurer, and at this meeting there was found to be remaining in the hands of the treasurer of the Company the sum of $3,872 33, and there were outstanding engagements or debts contracted and unpaid, more than equivalent to that balance.

The corps of Engineers necessary for the road were found to be engaged under a contract with the Company, and at work in the active location, for construction, of the southern part of the road, and the Company were found unguardedly entangled with Mr. Teackle in a heavy contract for the rent, on a long lease of his daughter's property, and with himself as the general agent of the Company, with a large salary, and commissions on his contracts. By the proceedings of the stockholder meeting the office of General Agent was abolished, as well as some other minor offices, and the salary of the President reduced one half, that of the Secretary from one thousand to six hundred dollars, and these proceedings were afterwards approved by the board of directors, unanimously. The Board after much difficulty then obtained a surrender of all the contracts made or claimed to be made with Mr. Teackle for his daughter's property, which in the meantime had been relieved of a lien of or a mortgage for $2351, and had undergone, and was undergoing considerable repairs, at the expense of the company These affairs created an intricate and extensive account to be settled between Mr. Teackle, on the part of his daughter, and the Company; and it was finally agreed between the parties as the speediest and fairest mode of adjustment, that be left to arbitration. The arbitrators mutually chosen were J. W. M'Colloh, Esqr. James Polk, Esqr and the Honorable Judge Tingle, but the latter gentleman declining to act, the Hon. Tho K. Carroll was agreed upon and served in his place. These arbitrations after a laborious and patient investigation of all the matters in dispute on controversy between the parties, awarded a relinquishment to the Company of all the stock in the Company over which Miss Teackle, or her father, had control, and besides the sum paid to relieve the mortgage on the house and lot, and the sum paid for the repairs done to the house, and the salary allowed as general agent, there was awarded to Mr. Teackle, the further sum of five hundred and eighty dollars and thirty-three cents, as a full equivalent to him and her for the relinquishment of said stock upon which one dollar had been paid on each share, for all charges for salary as General Agent, for rents due, and for all other accounts raised by him against the Company. Previously, however, to this award, it was found that more money was required to meet the engagements of the Company and the prosecution of the location for construction, than was in the treasury, or would be received in time under the calls made for instalments; and in anticipation of the second instalment, the directors were obliged to effect a loan on their individual responsibility for a sum sufficient to meet those engagements and and go on with the work already begun. The award was regarded by the Company of course as final, and the money was forthwith paid over to Mr. Teackle as the arbitrators had directed. The advance of these sums of money for the purposes now determined by the Board to be no way useful or beneficial to the Company, in the proper prosecution of its work, was found to be very onerous, and the acquisition of 1121 shares of the stock by the award (being the amount standing in the name of Miss T. or others who had lent their names with no intention to pay up) over which Mr Teackle was found by power of attorney exercising control and authority, has been still more onerous. It will be seen by reference to sec. 5 of the Charter, that all stock forfeited by non-payment of the instalments as they become due, becomes the property of the Company, and it is directed to make sale of said stock. To have a gross amount of stock so large thus suddenly thrown upon the Company, at a time when popular sentiment ran high against it for expenditures regarded as being premature and out of place; when a heavy cloud of distrust rested upon the Company for unwise and partial applications of its means, and when great pains were taken by a few enemies of the work, to inculcate the idea that this important improvement was a mere humbug, gotten up by particular individuals for their own emolument, was profoundly discouraging, it was deemed unwise to press the sale of the stock then, as it was supposed to be impossible to sell to any great extent to bona fide purchasers until measures should be adopted and efficient steps taken to restore public confidence—such measures as, we flatter ourselves, it will be seen, are now in a course of rapid development Finding so much stock unexpectedly thrown upon the Company, and seeing the difficulty then attending the sale thereof, as the charter directs; it became a matter of grave consideration, among the directors, to determine what was to be done in the case. Whether the work was at this point to be stopped, and by being stopped, probably destroyed forever; or whether the work should be prosecuted in good faith by all the means within their power. Before we can obtain payment on instalments from the State, we must first be able to certify that other *stockholders have paid up* The legislature evidently contemplated we conceive, the whole 2554 shares of stock, as this amount of stock in other parts of the law was made necessary to complete the work. But the language of the charter is 'other stockholders.' Now when stock becomes forfeited to the Company, until resold, it is no longer held by individual stockholders, and the last holder because of the forfeiture, ceases ipso facto, to be a stockholder. It was thought that the letter of the law might be gratified by a certificate being given to the Treasurer that payment had been made by 'all the stockholders,' regarding only such as stockholders, who had caused a forfeiture of their stock; and merging that which had been so forfeited, and losing sight of it until resold; or that if not gratified, the letter of the law might be thus eluded or evaded. We however, determine unanimously on a different course, and to adopt one against which neither cavil or objection could properly lie, and which was, that the directors should, in their individual capacities and upon their own responsibilities, borrow the sum necessary to make full payment on all the forfeited stock. This has been done on two instalments, which to make full payment, on all the forfeited stock, required the aggregate sum of $7,300, and for which they are now individually liable to the bank from which they effected the loan. This responsibility might have been regarded as a serious and presumptuous one, if it had not been incurred from the necessity of the case, in the discharge of a most important public trust involving the interests of our whole peninsula, and demanded by the unforseen difficulties into which the company had been thrown. This may, if we are disappointed in our reasonable expectations of speedily selling the stock, upon which, however, we think, a firm reliance may be justly placed, require an appeal to the legislature of our state, and we speak confidently when we say, that this honorable body of men, have never yet allowed individuals to suffer, by incurring responsibilities for the public good, when their acts are satisfactorily shewn to [illegible]. But we have the best reason for believing that as soon as the condition and progress of our work are made known, to the community interested in its completion, all the unsold stock will pass into such hands, as it is desirable should be its possessors, and with whom, thereafter, no difficulty will arise Two hundred and fifty landholders living within striking distance of this long line of (118 miles) by taking but ten shares each, would furnish the means on the part of private stockholders, to make a road which would double the value of their property; means, which might be supplied by them without being felt. We are cheered with the belief that this feeling and this spirit are rapidly growing up as the work is seen to progress, for we have sold three hundred and fifty shares of the forfeited stock Yet we regret to say, that some of the large stockholders on the southern part of the route, at the payment of the last instalment found it necessary to forfeit stock to nearly the amount which we before had made sale of, out of the stock that we had on hand for sale. A process of sifting those who will pay, from those who will not, has been going on since we commenced our calls for instalments; a difficulty incident to all such enterprizes, and we have much satisfaction in expressing the belief, that but little, if any more of the stock now held, will be subject to forfeiture from failure to pay up; so that all sales hereafter made will go to their extent to diminish the amount of forfeited stock. Every effort will hereafter be made to dispose of this stock, and feeling now justified in offering it with confidence, we believe it will be rapidly sold. At our first meeting in May, when the State directors joined those of the private stockholders, it was found that the Engineer in chief, with the necessary corps of assistants, had been employed, and were then engaged locating the southern end of the road for construction, under the orders of the board. In consequence of this arrangement some forty or fifty miles of that extremity of the road is now prepared for construction, whilst by subsequent arrangements from 12 to 15 miles are prepared on the northern extremity in like manner, and it is due to our corps of Engineers to say, that notwithstanding the difficulties they have had to encounter, in separate parties, on so long a line of road, they have progressed with a degree of energy, zeal, and industry in their work, highly creditable to them.—It was thought by a part of our board of directors, that the road should have been begun at its Northern end, and constructed from the Philadelphia and Baltimore rail road, and that as soon as thirty or forty miles of road had been completed, it could be brought forthwith into active and profitable use. It seems apparent that a portion of the road finished at that end might be brought into profitable use in connection with the already established road to the cities, while if three-fourths of the road at the southern end were finished, it could not be profitably used; as horses and stages would be necessary to fill up any portion of the distance between the rail roads, however short—By making the road therefore from the North, it might at once be put, as it is finished, into profitable use; and when seventy miles or thereabouts were done, it would bring us to the Nanticoke river—when it might by means of steamboats from thence to Norfolk, be at once put in successful and profitable operation, as it would embrace the great northern and southern travel, and the company receive profits from the road before the time would arrive for the payment of interest to the State—and thus, whilst working on the road further South, securing its success and final completion to the better navigation of the Annamessex river, almost beyond the possibility of failure, and without requiring additional funds. Pursuing this plan we would strike the Nanticoke river about nine miles below Seaford, and save so much of the river navigation, whilst the rail road itself would be nearly one third shorter than is proposed by the favorite plan of the State of Delaware. Although this plan of working and making the road was unquestionably the policy which the company should have adopted at the outset, yet owing to the jealous fears of the stockholders at the southern extremity of the road, who apprehended that the road might be permanently stopped at the Nanticoke river, it was thought best for the interest of the work, after these views had been urged, to agree, for the purpose of obviating these apprehensions and removing these distrusts, and to aid if possible the stockholders in that quarter that the road throughout the whole line should be put under contract for graduation. The superstructure however, when the road bed is ready for it, should we think be commenced at the northern end of the road, and pushed down the peninsula with all possible despatch; in order that the company may derive revenue from it as early as possible. The desirable object of putting the road in full operation after it is made two thirds of its distance, we expect to accomplish within two years from this time, and at a cost so low, as to leave a sufficient balance to complete the road according to the estimates, to its proposed terminus at the Little-Annamessex.

The original location as made by the Commissioners has been departed from, after a more complete examination by the Engineer. through a considerable portion of Somerset, and the road will pass Princess Anne on its eastern side, instead of the western side as was at first proposed. By the adoption of this line the road itself will be less curved, it will cut the farms through which it passes less injuriously to them consequently cost less money, whilst it will be greatly more acceptable to a large majority of the citizens of the town and neighborhood. We have also departed from the line of the Commissioners somewhat at the northern terminus. It was thought at one time that although it would be longer, it might be cheaper to form a junction with the Philadelphia and Baltimore rail road above that company's bridge over the Elk river, but an ascertainment of the probable damages for condemnations, as well as they could be come at, on the different routes proposed, determined the directors to cross the river by the most direct route and form a junction directly at Philadelphia and Baltimore company's depot in the town of Elkton. It is true that by crossing the valley of the river at this point we shall have the heaviest piece of filling which any part of the road will require; but this done the river and street can be bridged for a sum which need not exceed 6 or $7000. The advantages held out for the adoption of this route are many, and well worthy of consideration. In the first place, from the point where the road will be curved, to leave the straight line parallel with the Delaware line, and shape its direction for the town, it affords the shortest distance any where to be found over tolerable ground, by which we can form a junction; and the damages on this part of the route have been agreed on at perfectly fair rates; the town of Elkton itself, feeling as it should do, a deep interest in this matter, has tendered to the company the use of its streets, to pass through them free of charge for damages, whilst the Philadelphia and Baltimore rail road company have invited us to unite with them as the place intended for their depot, and make one there, for both companies, on terms to us most liberal. Were there not other advantages sufficient to determine our company in the selection of this route, it is believed that those flowing from the joint and common depot, would be a full equivalent to the cost of the extra filling and embankment on this, over every other route heretofore contemplated. But the advantages as a Maryland work of forming our junction with the Philadelphia and Baltimore road, so nearly at the half way point, between the two cities, instead of some miles east of it, are of themselves of a paramount character; as this point of equal distance puts our commercial emporium upon an equal footing, in her fair competition, for the trade and travel of our road, with her sister city of another state.

As a stopping point on the road, for travellers, and as the proper point whence may be distributed to the whole peninsula the great northern and western mails, no other can bear a comparison with it either as the most appropriate or convenient.—The company have yet seen no good reasons for varying materially from the route selected by the Commissioners for that part of the road which lies between the Nanticoke and Greensborough; but between Greensborough and the head of Bohemia river, we have not yet finally determined on the route.—In addition to the line located by the Commissioners which was called the western line, running through Millington and near Sudler's Cross Roads, we have run another line parallel to and near the Delaware state line, and the reasons in favor of and the objections against either of these lines, have been so well calculated to create doubts as to which is the best, and to suspend our election between the two, that we have determined on an examination of a middle line between them, before we finally determine on the proper route for this part of the road. Anxious, wherever we can, to gratify and consult the wishes and interests of vilages and neighbourhoods without increasing the distance and diminishing the speed so as to endanger the success of the road by failing to secure a fair portion of the northern and southern travel, we have felt obliged to incur more expense in surveys and time in examinations than would seem to a superficial observer to be justified by the occasion, or requisite and necessary; but such is not the fact, and although ignorance and prejudice may cavil at it, we are resolved to do all that may be necessary to enable us, with the aid of our enlightened Engineer to select according to our best judgment, (liable like others to be in error) that route and that location which in the end will be likely to be best for all the objects and purposes of the road. Errors in location have proved well nigh fatal to the two great rail roads of our state which preceded us, and if we do not profit by the experience of others, and escape like errors in our work, it shall not be from the want of the necessary precaution, and efforts after due consideration to do so—but they will alone arise, if they unfortunately occur with us, from causes over which we can have no control, and from liability to the operation of which, we neither pretend nor presume to be more exempt than others.

On the 24th of Sept. last, we put the whole line of the road under contract for clearing, grubbing, excavation and embankment, to a first rate contractor, upon terms within the estimate of our engineer.

The contractor having commenced his work very soon after his engagement, is progressing with it as expeditiously as the funds at the command of the company will permit. So far as we have gone, we have reason to believe that with due economy, and a wise application of the funds which the company is entitled to receive, the road will be completed according to its original design, for a sum within the estimates of our engineer.—We shall lay down a heavier rail than was at first proposed, of course costing more money, and we find that the sum proposed to be paid for condemnations of land for the road bed, will exceed the estimates, having yet found, contrary to our expectations, but two gentlemen, (Col. J. P. Gale and Mr. Dulany,) living where the road is most desirable, liberal enough to give the road bed free of charge. On the other hand, we find that the whole motive power of engines and cars, may be had much below the cost stated in the estimates. For a de-[illegible] we were obliged to buy, in order to secure the proper site and earth for filling, a lot with valuable improvements on it, but we believe, that after using what may be necessary for the purposes of the road, the balance of the lot with the improvements upon it, may be sold for a sum which will leave the company in possession of enough of this valuable property, for all its purposes, at a moderate cost.

Up to the present time there has altogether been received the gross sum of	$72,699 00
And there has been expended in various ways the sum of	22 498 60
Leaving at this time in the hands of the Treasurer the sum of	$50 200 40

For the particular items of expenditure, we would refer you to the books of the company, now laid before you, and to the account current of our Treasurer with the Company, also herewith submitted. The calls made upon the stockholders are for three dollars on the 1st of the present month and five dollars for every sixty days for the next twelve months, making about thirty-three dollars per share for that time, and are within a fraction of what the character allows us to call, within the year. This sum will be wanting for the operations of the next year and it would be advantageous to the work, if the convenience of the individual stockholders and the restrictions of the charter, would permit more money to be employed within the year. Our dependence for funds for the prosecution of the work, from the State, at the present moment, is through the sales of stock to the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company, and it is greatly to be desired, (these funds being precarious from the uncertain and insufficient sales of those companies) that the sum set apart in the Internal Improvement act, which passed at the session of 1835, for this company, should be immediately employed for its own benefit. With such a disposition of the forfeited shares of stock of this Company, as we have every reason to believe we shall soon accomplish, and with no impediment in the receipt of the appropriation from the State, we may soon expect to have on our much neglected and misrepresented Eastern Shore one of the straightest, most level, cheapest and most profitable roads to be found on the face of the globe. Then our Shore, instead of being torpid during the winter months, and paralyzed by this torpor throughout the year, will be the scene of business and activity, and assume that position in the country, which the mildness of our climate, and the natural productive power of our soil, entitle it to hold.

By order of the Board,

THO. EMORY, *President.*

Dec. 6, 1838.

For the Easton Gazette.

Mr. Graham:—Intimating at the close of my thirteenth letter that I anticipated visiting Lower Canada, Vermont, &c. this year, and transmitting you, for the columns of the Gazette, a statement of the curiosities, scenery, &c. worthy of notice, or publication, in the intended tour.

Having accomplished the highly interesting excursion, and having a few leisure days, I embrace the opportunity of transmitting you the result of my researches, and observations during the peregrination to which I referred.

TROY is the most prominent city in my route not previously described. It is six miles above Albany on the east side of the Hudson river at the head of steamboat navigation, although sloops ascend the river to Lansinburgh, and also to Waterford four miles above Troy. The city of Troy is beautifully located on a plain considerably elevated above the Hudson, and contains probably about 20,000 inhabitants. A range of mountains rise majestically on the east side of the city, rendering its scenery on the suburbs highly romantic and interesting. This city is very conveniently situated near the junction of the Erie and Champlain canals the two most important channels of communication in the northern States. A large portion of the produce conveyed by these two great thoroughfares, enters at Troy. In the City and vicinity, cotton, iron and various other manufactories are carried on to a considerable extent, several flouring mills, and even some breweries meet with encouragement in this place. Numerous public buildings ornament the city, the most prominent of which is the *Court House*, one of the handsomest, I have ever seen, built of hewn stone, in the Grecian style of architecture. Several elegant churches belonging to the Episcopalians, Methodists Presbyterians, &c. render the city conspicuous to a considerable distance. The Troy female seminary, a flourishing institution, is situated on the public square, and is a plain, spacious, brick edifice. Numerous well kept Hotels are found fronting the Saratoga and Troy rail road, at the doors of which the cars tarry a few moments in leaving the city for the springs. The river is crossed by convenient ferry boats to the opposite village of West Troy, on the great Western Canal. A Macadamised road commences in this village and extends to Albany, said to be the best in the State. Stages and Steamboats always running; during the day, between Albany and Troy. Steamboats leave daily for New York, canals, and railroad cars for the north and west.

There is no place on the banks of the Hudson which presents more of the agreeable and interesting than this beautiful city. Situated at the head of Navigation, on one of the noblest rivers, it naturally commands an extensive and profitable trade from the north and west, and it possesses facilities for its increase scarcely rivalled by any place in the Union. Its population annually increasing surpasses the most sanguine expectations of those who, but a few years since, beheld it comparatively a desolate place in the midst of a wilderness. Confident of its future growth and importance, they exerted themselves to extend its business and influence, and have lived to see their early efforts, for its prosperity and reputation as a city, crowned with success, and their fondest expectations more than realised in its present rank and standing among sister cities. As a place of residence, either temporary or permanent, it presents many inducements, and in point of locality, salubriety, and beauty is surpassed by no city in the United States. The enterprize of its merchants and mechanics is proverbial, and no compliment of ours can add to their well earned and established reputation in their respective departments of business. But it is not in these respects only that the place excites attention, and commends itself to the notice of the public. There are other causes that contribute to its prosperity, and other circumstances that indicate its growing importance. Possessed of extensive water power on the neighbouring streams, which flow into the Hudson in the vicinity of the place, it will naturally increase its mechanical & manufacturing operations in proportion to the increase of its population and business; and the consequent demand for the products of such labor, even to the remotest extremities of the channels of trade leading to the city. The turnpike and Macadam roads to Bennington, and the railroad to Ballston and Saratoga, are completed. these, together with a rail road to Schenectady, and a branch railroad to intersect one from Boston; when finished, the means of communication with this city, from all sections of the country, will be most easy and expeditious. The rail road from Troy to Saratoga, called *Rensseleur and Saratoga rail road*, leaves Troy several times daily from the depot in Federal street, crossing the Hudson river, by the aid of a strong bridge, extending from that street to Green Island. The length of the bridge is nearly one third of a mile. The abutments are cut stone from Glenn's falls, and other places. It is composed of eight arches, exclusive of a capacious draw section. The frame is built of good timber, well covered, upwards of thirty feet wide, and thirty feet above high water mark. Upon Green Island which is connected to the city by this bridge, a handsome site has been selected and laid out for a town called 'North Troy.' From this bridge to Waterford upwards of four miles, the rail road crosses the Mohawk several times upon durable bridges, erected on stone piers. Passing through Waterford the road winds along the margin of the Hudson to Mechanicsville, eight miles.

Waterford is situated at the confluence of the Mohawk and Hudson river, at which navigation entirely ceases.—About one mile west of the village, a

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