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."

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AGRICULTURAL

From the Washington Globe.

A HINT TO FARMERS WHO BUY MANURE.

For Mr. George, of Baltimore, you have advertised *guano* for sale. Now, as probably not one half of your readers know what guano is, permit me a small space to explain that it is the *droppings of sea birds* that feed through the day, on fish in the Pacific ocean, and settle at night on islands and high peaks of land on the coast of Peru. These deposits have been accumulating since fish and birds were created. So numerous are these birds, or rather have been, that it is computed that, if each one voids one ounce in the course of the night, the agregate quantity has been ninety tons in twenty-four hours, or 32,850 tons annually, from time immemorial. You may judge, from this nice calculation, made by travellers and voyagers, that there is something very attractive in the subject. As to its qualities and uses, the writer of this has received letters within a few days from two scientific and very judicious *practical* farmers—*Friends*—who are slow to be moved—one in Montgomery county, and one in Petersburg, Virginia—both of whom speak of guano, after trial, as the cheapest and most powerful of all known fertilizers. I should be glad to *annex* their remarks; but, in the clin of politics, who cares about agriculture?

Well, as to its history as a manure in England, give me room only to say that, in 1840, only twenty casks were taken to that country. Having tried these twenty casks, 1841, they imported eight hundred tons; in 1842 ten thousand tons; and twenty thousand tons in 1843. How is it now? Why, in 1844, at the close of August last, 120 vessels had arrived at Ichaboe, a small island on the coast of Africa, and many more were expected. Allowing 400 tons to be the average tonnage of each, it is believed that, in the course of the current year, there will have been received from that island 70,000 tons, besides 30,000 tons from Peru, and that after various experiments, increasing every year for the last four years. In short its effects have been most beneficial on all the crops to which it has been applied in England and in America. In Maryland, last year it had a powerful effect on tobacco beds, not only in accelerating the growth of the plants, but in the prevention, or destruction, of the fly. And Mr. Pleasants, of Petersburg, says that even where he applied but one hundred pounds to the acre on wheat, the effect was most striking. "Guano," says a respectable and disinterested writer, "is also of great use to the vine; and it is admitted that the district of Moquegua owes the abundance and quality of its wines to the application of this kind of manure in the early stages of its growth." "It not only," says he, "gives health and robustness to trees and shrubs, but also enhances the beauty and the flavor of European as well as indigenous fruits."

Ulloa affirms that nowhere are the grape, pomegranate, peach, apricot, and quince so beautiful and well flavored as in the Peruvian valleys, where guano is applied to them as a manure. He says the same of the chirimoya (a delightful fruit, for a knowledge of which I am indebted to Mr. Campino, former minister to Chili,) and other fruits, and his testimony is fully borne out by that of other travellers.

In his discourse delivered, by Mr. Skinner at Wilmington, he gives the following comparative estimate as furnished by Mr. Pleasants, an extensive horticulturist, of the soundest character and judgment, residing within two or three miles of Petersburg, Virginia.

MANURE.		
Cost of 30 wagon loads, at 25cts		$7.50
Hauling the same 10 days, at $1 50 per day, for team and driver		15.00
Carting out and spreading on the acre with horse & cart		3.00
BONES.		$25.50
30 bushels bone dust, at 55cts.		16.50
Expense of hauling and application		1.50
GUANO.		18.00
300lbs. at $3 per hundred		9.00
Expence of spreading		1.00
		10.00

In all localities where manure is higher than the price stated in the preceding estimate, (and in how few is it not?) and the distance to be hauled greater, the contrast will be so much the greater.

The fixed price now is $2 50 per 100lbs. with a discount of 10, 15, and 20 per ct. according to quantity.

To those who are not familar with the subject, it may be well briefly to advise them, that, after very numerous experiments in England, the Peruvian guano continues to maintain its superiority in the public estimation over the African, as indicated by the difference in price—the African being quoted, at last accounts, at £5 to £5 5s., and the Peruvian at £10 to £10 10s. per ton.

From the Boston Journal.

STRAY RECOLLECTIONS OF A SLEIGH RIDE.

BY SAM SPRAY.

Amongst the few things which Dr. Johnson repented of was having once gone by water to a place he could have reached by land. His opinion of sailing, as a sport was similar to the one entertained by Dr. Franklin of sleigh riding. With all due respect to the memory of the learned "Bear," it has always appeared to me to be an evidence of long ears for a man to prefer land travel to a water trip. However there may be many such persons, and rational people too, although I cannot understand it. As regards sleigh riding our Doctor was near right. Still as that is a species of sailing, it is not to be utterly despised; for if in itself it does not amount to much, it certainly promises a chance for adventure of some sort. I was once amused by a trifling incident which grew out of almost the only sleigh ride I ever shipped for. It chanced some six or seven winters ago.

Frank Foam and myself had just arrived from Sumatra. His mother lived in Milton, and on the morning of our arrival he chartered a clipped horse and a light cutter, for the trip out and back, giving me a seat along side of him. It was a regular old fashioned January day; the wind was at that eternal point, North West, and a "nipping and an eager air" it was. During the first half hour, although we were running off twelve or thirteen knots, we made nothing ahead, except some few crafts bound for the city. Presently we described something a little different, standing the same way with us. Upon nearing, it proved to be a dark bronze colored sleigh with two ladies in it, and a gentleman neatly rigged for winter on the front seat the horse was a bay of giant frame, and although not handsome he had a "go ahead" look about him, a sort of Webster expression. Just as we come up, his driver turned him into a snow drift, to allow a sleigh load of women and children to pass, when he began to snort and the thunder of his nostrils started the crows for miles around.

"Well," said Frank, "it's not often you see a pilot boat run ashore to accommodate a fisherman—or a crack Boston concern, like this, so mindful of the bushwhackers, as to give every one he meets the whole of the road. Perhaps he has been luding and keeping away to try our sailing, if so he has found a customer."

So Frank laid the string on, and took the lead. The stranger dropped quickly in our wake and showed no disposition to change his position until our slackened pace convinced him that we were *trailing for him*, and were inclined to see his log. He then spoke to the ladies, who drew down their veils, and he said to his horse, "*away there!*" And *away* it was, for no sooner were the words uttered, than the bay stuck his ears straight forward like the bowsprit of a pilot boat, and shot by like an arrow!

"See that fellow make the dust fly," cried Frank. "Who ever saw such a gait 'Tis neither a trot, pace, or rack but a splice of the whole—a flash of lightning harnessed in a snow squall."

Our companion carried all sail for a few minutes, when he hove to to shovel out, but started again just as we came up with him.

When pretty well along we found the travelled part of the road narrow, icy and curving. There was margin enough on both sides, but the absence of any track upon it looked suspicious. Here we made a clumsy looking yellow sleigh, with excessive beam. The horse was of dun color, he seemed done every way, & steered rather wild. Whether this was owing to the model of the sleigh, or to the fact that he had served his time in a New York ferry boat, we could not determine. He, however, continued to shuffle along, when the bay came up at a round rate, and was gradually keeping off to shave close under his lee.

"You see," said Frank, "the chap with the bay keeps his luff on *this* track—he knows the road—two inches more to the left and his trim craft would be bottom up amongst breakers."

Just as the bay was in the act of passing the lumber-man smoothly, the dun made a lurch and fell aboard of him. To avoid a capsize, the bay was brought upon the road suddenly when his gearing caught in the tackle of the other, and the yellow sleigh its nag, Jerry Hawthrown & his two sisters, probably went a little faster for a short time than they every went before.—Upon heaving to, it was found that the countryman's concern was a little injured and clamorous and abusive enough he was in his demand for damages. The stranger without heeding him, passed his reins to one of the ladies, and seemed intent only upon putting the lumberman in a shape to proceed.

"I say," said Hawthorn furiously, "I ought to have some remuneration for that shaft, which is broke short off; and I leave it to these gentlemen to say whether a dollar is too much, considering the loss of time in mending it, the board of these young ladies, and the risk there was in case my horse *had run*.

"Why you land sculpin," said Frank, "the fault was your own. The thunder and lightning horse was doing well enough until you drifted down upon him."

A momentary ripple played upon the face of the stranger at the inconceivable idea of the old dun running—but when Frank ceased he said to the countryman, with an air of seriousness, 'You say you want a dolla?'

"Yes," replied the other, "and that's reasonable when you think of the shaft—the time—the board, and the way you drove that mad horse."

"*My friend*," rejoined the other, "*your charge is not extravagant, but however correct you may be in your estimate of damages, you are unjustly hard upon my driving. The fact is my horse has not been out for a month, and I am very weak from sickness. You know the Small pox*"—

"What?" yelled Jerry, retreating instinctively

"I say," continued the stranger, *that the Small Pox* here he offered Jerry a soiled dollar bill, which he had been fingering for some time, and in the act showed the back of his hand, purple with—*cold) not only effects a man's strength and vision, but his looks. That however is my misfortune, and not your fault.*"

"My good sir," said Hawthorn, with a grin of horror, "put up your money I wont touch it. I am satisfied you are a gentleman and a good driver—go on—go on."

"I don't like to leave you so," replied the other, 'let meat least take these misses to their *boarding house*, out of the chill."

"No, sir," shrieked one of the rose buds, "we are not cold—we've got on double quilted, stuffed petticoats."

"My dear friend," said the countryman don't stand in the cold any longer, drive on. I shall do very well the shaft is only cracked a little, and with some cord which I have, I can fix it in five minutes."

No sooner did Jerry begin to hunt for the rope, than the citizen also began to fumble about the bottom of the sleigh.—The countryman drew back, the tan yard grin had vanished, and a countenance, in which despair and indignation were strangely mingled he said—

"Stranger this is too much. You drive along like a whirlwind—pick me up as a steam engine does a cow—drag me half a mile—break my sleigh—and then insist upon giving me the Small Pox!'

At every count, Jerry's wrath increased, and at the close when his eyes fell upon a bundle of axe handles, which stood in his sleigh, the expression of his face was absolutely terrific.

"Well," responded the stranger, coolly, if you are quite sure that the shaft is not 'broken short off,' and certain that the young ladies won't have to *board out*, why, I will consent to go—only remember that I was willing to *remunerate* you, although the accident was consequent upon an infirmity for which I am to be *pit-ied*."

He then stepped into his sleigh and stood along under easy sail, leaving Frank and myself, more amused at the scene we had witnessed, than any of the readers of the Mercantile Journal will be at my faint description of it.

A Prodigy—The Slave Arithmetician.—A few months since, an account of a negro of an extraordinary faculty for numbers, belonging to P. McLemore of Madison co., Ala., was put in the papers. Mr. McLemore was in town on Monday, and we had an opportunity of witnessing the powers of calculation of this anomaly in mind.

He is an idiot as to every thing else, and for that reason, has never performed any labor; thought of stout person, weighing nearly two hundred. To the question, 'how many are 15? multiplied by 359?' he answered, "fifty six thousand, four hundred fifty seven," almost without hesitation. So also 978 by 837 answer, 818,912, 521 by 361? ans. 182,871. He also solved questions in division, with a facility that beggars all counting room calculation; such as how many seventeens in 576? how many nineteens in 783? &c. To test his comprehension of numbers over a million, he was asked how many were 1362 multiplied by 1257? During the pause of three or four minutes, we were not able to detect any evidences of mental effort in his countenance, and doubted whether he was thinking at all. But to the astonishment of all, he answered, "seventeen hundred and twelve thousand, thirty four.

The negro does not know a letter, or figure, or any other representation of numbers, or ideas. He speaks to no one, except when spoken to. His forehead is long and covered with hair within an inch and a half above the eyebrows. But the volume, from temple to temple is deep beyond comparison. He is nineteen years old, but has the appearance of thirty. He has never been taught to understand (perhaps never heard, as he never before has been from home, where no one could teach him) the forms of mathematical questions or problems, other than those of simple addition, multiplication and division. Superior even to Sir Isaac Newton in this single faculty, he is destitute of every other that is necessary to render it available for any practicable purpose.

He is unable to communicate his process to others. The basis of his reckoning must be decimal, or some other even number; for questions involving odd numbers require a longer time for their solution.—When solving such he has a mysterious *mnemotechnic* sign by placing his left forefinger in the corner of his left eye and then drawing down across his mouth. Such is the 'scientific nigger" from Alabama—a being of one idea.—*Columbus (Tenn.) Observer.*

REPORT OF THE SELECT COMMITTEE,

appointed by the Legislature of Maryland to visit the line of the Chesapeake and Ohio Canal and Baltimore and Ohio Rail Road, West of Dam No. 6.

To the House of Delegates:—

The Committee appointed to visit the line of the Chesapeake and Ohio Canal, between dam No. 6 and the town of Cumberland, to view the condition of the work as to location and construction, and to report as to the expediency of releasing the State's lien upon the canal, so as to enable the Chesapeake and Ohio Canal Company to borrow upon the credit of the company a sufficient sum of money to complete the work to the town of Cumberland; and further, to examine the western portion of the Baltimore and Ohio Rail Road, now used as a feeder to the Chesapeake & Ohio Canal from Cumberland to dam No. 6, and to report as to the expediency of using that portion of the road as a feeder to the Canal—beg leave, respectfully, to submit the following as the result of their investigations.

The Committee, availing themselves of the polite offer of the Baltimore and Ohio Rail Road Company to transport them free of charge, left Baltimore on Monday, the 27th of January, and arrived at Cumberland in the afternoon of the same day. On Tuesday, accompanied by a number of the citizens of Allegany County they visited Frostburg, Lonaconing and Mount Savage, returning to Cumberland on Wednesday about 3 o'clock. The afternoon of that day was occupied in an inspection of the grand locks, embankments and dam of the Canal, in and about the town of Cumberland. On Thursday our examination of the entire line of the canal and Rail Road between the town of Cumberland and Dam No. 6, commenced; this examination was on horseback and by Rail road conveyance. On Saturday, the 1st of the present month the Committee finished their duty assigned.

The coal mine of the Maryland Mining Company, about one mile from the town of Frostburg, the Committee traversed and inspected throughout its whole extent; they were afforded an opportunity of seeing to advantage the inside of a coal field of Allegany county, as well as the manner in which the mineral is worked and brought out for use. The opening made by this company is of a vein of ten feet, which, at the same altitude, is to be found every where throughout the mineral region, and in the southern portion of which region increases to a thickness of fourteen feet.

The Lonaconing mine has a vein of fourteen feet, is a beautifully planed mine, with a railway to its several chambers, in distance exceeding one mile. At the Lonaconing is also to be found iron ore of superior quality. These works have been erected at a cost of $3 0,000, and are under the care of Mr. Graham, a scientific gentleman, who has been very successful in his operations.

Our visit to Mount Savage was of great interest. This company, as we are informed, have expended the sum of $750,000 in the purchase of their property, the erection of their buildings, opening their mines and ore banks, and in the construction of the most improved and beautiful machinery ever used. A town with a population of between two and three thousand individuals is here established, where but five years since the hunter pursued his game uninterrupted, and the busy hand of art had made no progress. Mount Savage is the only establishment in the United States where improved Railroad iron is manufactured. This company are now furnishing, by contract, a northern State with Rail Road iron of excellent quality and cheaper than that imported. They have an abundance of coal, and clay for fire brick equal to any yet discovered. This establishment is under the direction of Col. Young, a gentleman of great experience, and in every way capable to conduct its affairs.

The committee, in the time allowed them could not enter very many of the mines of the coal region, but in a distance of some fifteen miles on their route, they frequently had in view the apertures of the various mines opened by the enterprize of the citizens of Alegany. We are convinced from what we have seen, that the coal fields of the Frostburg region are inexaustible for centuries to come, and in no coal region could the veins or beds of coal be more convenient for mining purposes. These coal deposites are located within a range of from seven to twelve miles from the town of Cumberland.

In the examination of the unfinished portion of the Canal between Dam No. 6 and the town of Cumberland, the committee were surprised at the vast amount of work which has been done; it had the appearance of a Canal nearly finished. At frequent intervals in their passage down the line their attention was arrested by massive stone aqueducts, and locks of a superior discription of masonry, continuous lines of beautiful embankments, extending at one place a distance of ten miles. The location of the work is much higher above the bed of the river than the finished portion of the canal below Dam No. 5, thereby rendering it more free from freshets & the overflowings of the Potomac. That portion of the work the committee viewed with great interest, was the tunnel and deep cut—the one being a bore of 3,118 feet through the base of the mountain, the other extending from the eastern portal of the tunnel two-fifths of a mile in length, and a depth of sixty feet through solid rock.—This magnificent undertaking has been nearly completed.

Judging by the eye of that portion of the work yet to be done, by comparison with that which has been finished, the Committee believes that two-thirds upon the different sections had already been completed. The revised estimate of cost from Dam No. 6 to Cumberland was $1,437,000; the amount expended has been $892,000, which according to the estimate of cost, leaves $,545,000. The committee believe that the above sum in current money will be ample to finish the Canal to the town of Cumberland.

The following statement will render it more plain and intelligible:

	Work done.	*To be done,*
From Cumberland to the upper end of the tunnel, a distance of 28¼ miles,	$1,387,000	$798,000
From the upper end of the tunnel to dam No. 6, a distance of 21¼ miles,	1,505,000	724,500
Total 50 miles	$2,892,000	$1,52 ,500
Additional lock,		22,500
Work to be done,		$1,545,500
Work done,		2,892,000
Total,		$1,437,000

The Committee are now brought to inquire, whether the Baltimore and Ohio Rail Road, between Dam No. 6 and Cumberland, can be used successfully as a feeder for the Chesapeake and Ohio Canal. In this connexion they remark that being desirous to obtain all the information possible, they directed certain interrogatories to the principal coal dealers of the county of Allegany, and their answers have been returned, and are herewith submitted as an appendix.

The Committee found the minds of the people of Alleghany County conclusively made up, who seem to be unanimous in the opinion, that the Rail Road cannot be used as a feeder for the canal. Many facts and considerations enter into this opinion the facts of which either in the aggregate or detail cannot well be appreciated, except by those acquainted with the location of the country. These considerations, however, have reference to the character of the two great works, the Rail Road and Canal, their ability to transport heavy burthens; the formation of the country being mountainous, and the out-lets for the coal being by different ravines to the point of their common junction at Cumberland, the nature of the coal trade, and the diversity of interest of the numerous companies and individuals owning the coal fields, and the impracticability of united action in any scheme for the transportation of coal to market by a common carrier.

The Committee feel disposed to allow some weight to the objections made, not merely from the force of the objections themselves, but from the strong and decisive fact, that although this connexion between the Rail Road and Canal at Dam No. 6 has been formed, and in operation for more than twelve months, yet the inducements held out by it have not been sufficient to invite a transportation to market by that route. By reference to the last annual report of the Baltimore and Ohio Rail Road company, page 10, we find it stated, "that less than four thousand tons of coal, and not any iron has been offered for transportation by the Rail Roads to Dam No. 6." But upon the same page we are told a contract has been entered into with a single company for the transportation annually, for the period of five years, of fifty thousand tons of iron, coal and fire brick, from their mines to Baltimore.

What does this prove? That the coal dealer whose capital is limited, is forced from the market, and a company, who from its wealth has the means to make a contract and give security for its performance, with the aid of the Rail Road company, can monopolize the coal trade. If such a contract is profitable to the company, no part of that profit will inure to the State, for the interest upon the State's investment in the Rail Road of half a million would be secure with or without this contract. But let us suppose the Canal to be completed to Cumberland, what work would be the carrier of this large amount of tonnage?—Not the Rail Road, because the route by the Canal to tide water would be cheaper. The state would derive from this contract one dollar for each ton transported to the District—thus she would secure the sum of fifty thousand dollars.

A misapprehension prevails in the minds of many in relation to the practical result of a completion of the Canal. The supposition being, that the Canal, if fed at Dam No. 6 by the Rail Road, would yield a like amount of revenue to the State, as if the unfinished portion was completed. They forget the tolls to accrue upon the line between Dam No. 6 and Cumberland, which would be more than one fourth of the revenue of the entire work.

The distance from Cumberland to tide by the Canal, is 184 miles—the distance to Dam No. 6 is 4-4 miles; the toll and boat duty on each ton of coal from Cumberland down, will be just one dollar; while the toll and boat duty per ton from Dam No. 6, will be seventy three cents. The transportation, therefore by Canal from Cumberland instead of from Dam No. 6, will yield an enhanced revenue of a little more than a fourth. Four hundred and twenty thousand tons of coal from Cumberland to tide would yield just $4 0,000—the amount of interest upon the investment by the State in the Canal; but of this revenue the sum of $107,865 would be yielded by the tolls on the unfinished portion of the Canal from Dam No. 6 to Cumberland.—But with the Rail Road as a feeder from that point, it would require a transportation of 58 ,800 tons to produce the same revenue to the State, which 420,000 tons from Cumberland by the Canal would yield.

The question is not, therefore, whether the Railroad must carry the same amount of tonnage at the same rate of charge as by the canal—but it must carry upwards of one-fourth more than the Canal would be required to transport, to produce the same amount of revenue to the State. Another view, however, presents itself—that when the whole amount of tonnage from Cumberland shall amount to 415,000 tons, the tolls upon the now unfinished portion from Dam No. 6 to Cumberland, will be more than sufficient to pay the interest upon the sum necessary to complete the Canal.

The committee having given the House a statement of such facts as came under their observation, respectfully submit the same for their consideration.

W. B. CLARKE,
WILLIAM J. POLK,
WM. FRAZIER,
Z. W. POTTER,
M. ROGERS.

Charles Harris and Geo. W. Spencer, members of the committee, were absent from the seat of Government when the above Report was submitted, which may account for their names not appearing to the same.

The undersigned, in addition to the facts as stated by the committee, begs leave to remark, that in his judgment, a wise policy dictates the immediate postponement of the State's lien upon the canal to enable that company to borrow upon its own credit, a sufficient sum of money to complete that work to the town of Cumberland.

To that portion of the order which relates to the enquiry as to the expediency of using the Baltimore and Ohio Rail Road as a feeder to the Canal; he reports, that from the testimony submitted, and his own observation of the two works, he deems it inexpedient to make the Baltimore and Ohio Rail Road a feeder to the Chesapeake and Ohio Canal; a connexion which will limit the coal trade, and render the Canal unprofitable to the State.

All which is respectfully submitted.

W. B. CLARKE.

BRIBERY AND CORRUPTION.—

The Washington correspondent of the New York Commercial, says:

You will have noticed from time to time some very strange developements relative to the purchase and sale of offices and contracts at Washington. The case of Zebraskie of New Brunswick is now before a committee for examination. Many others are known to members of Congress.

It is not improbable that some of them may yet be made public. Among those susceptable of proof are the following:

1. A fine pair of horses and a carriage to an editor here, for the promise of a partnership. The contract was not fulfilled. The party receives an appointment in the Treasury Department instead of the Navy. The matter was thus compromised.

2. An appointment as collector to a Eastern port. Price paid four hundred dollars.

3. An appointment to a foreign consolate. Price paid, one thousand dollars down, and certain contingencies hereafter.

All these matters are known to the committees of the Senate, together with the names of the parties. They are only a sample of what exist. The reason why they begin now to devlope themselves is that the approaching end of the administration takes off the fear of those who know the facts and they begin to speak out.

YANKEE LIBERALITY.—The Washington correspondent of the Philadelphia Ledger says:—"The Bostonians have funded $100,000 for Mr. Webster during his lifetime and afterwards to his successors, in consideration of the sacrifices he makes in entering the Senate. Whatever may be said about 'Yankee meanness,' they have a method of doing things on a large scale as honorable to their hearts as it is generous and self-sacrificing."

RETURN OF EXILES.—The St. Albans Vermont) Republican informs us that the quiet of that little village was suddenly broken in upon on Saturday week, by the arrival of thirty-eight of the Canadians, who were exiled to Van Dieman's Land for participation in the troubles of 183 —it is nearly two years (says the Republican) since the British Government pardoned their offences, and gave them liberty to return to their homes. Since that time they have been at work to earn the necessary funds to enable them to reach their own shores. They appeared healthy, well dressed, in high spirits, and spoke well of the treatment they had received at the hands of the British authorities. Two of them, on returning to their homes, where they had not seen their families [illegible] joyful tears of their wives, [illegible] last had supplied their places [illegible] lords.

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