PUBLISHED EVERY SATURDAY MORNING, BY WILLIAM H. COUNCELL, EDITOR AND PROPRIETOR.

TERMS.

TWO DOLLARS PER ANNUM IN ADVANCE, or TWO DOLLARS AND FIFTY CENTS if not paid within *one month* of the time of subscribing, or the renewal of subscription—A failure to notify a discontinuance is considered as a new engagement.

The Easton Gazette.

VOL. XLII. EASTON, MD., SATURDAY, DECEMBER 25, 1858. No. 1.

ADVERTISEMENTS,

Not exceeding one square, (10 lines) inserted THREE TIMES for ONE DOLLAR and TWENTY-FIVE cents for each subsequent insertion. Longer ones in proportion. A liberal deduction to yearly advertisers. Advertisements not marked the number of insertions desired, will be continued until forbid, and charged accordingly.

Merchants and others who advertise by the year, will in no case be allowed to insert any advertisement not connected with their regular business, without an additional charge.

All orders addressed to the editor, post-paid will receive prompt attention.

MISCELLANEOUS.

ATTENTION

ALL WHO WANT GOOD BARGAINS.



THE subscriber has on hand six or seven good substantial second hand Carriages, consisting of Beggy Waggons, Rockaways and Foot Rockaways which he will trade or exchange for *good serviceable Road Horses.* Persons having such Horses to dispose of are invited to call and examine the Carriages.

jan 23-3tS S. B. HOPKINS, Jr.

MEDICAL CARD.

THE subscriber has associated with him in the practice of Medicine and Surgery his son, Dr. LUTHER C. COX, late a member of the Medical Staff, Blackwell's Island, New York.—All calls for professional aid will receive prompt attention; and no EXTRA charge made for consultation, or visit, when both may be in ettendance at the same time upon any special case.

Office hours from 7 to 8, A. M. and from 1 to 2, and 7 to 10, P. M. daily

may 1--tfS CHRIS. C. COX, M. D.

MEDICAL CARD.

THE subscriber, at the earnest solicitation of his numerous friends and having purchased a supply of

Homeopathic Medicine,

offers his services to the public as a practioner of medicine on the Homeopathic system. He will, however continue the old system of practice in all cases where it may be desired.

SAMUEL HARPER, M. D.,

aug 14-tf Easton, Md.

GROVER & BAKER'S

CELEBRATED

FAMILY SEWING MACHINES

730 *Chesnut Street, Philadelphia,*
137 *Baltimore Street, Baltimore.*
Iron Hall, 318 *Penna. Avenue,*
Washington, D. C.

☞ These Machines are now justly admitted to be the best in use for family sewing, making a new, strong, and elastic stitch, which will NOT rip, even if every fourth stitch be cut Circulars sent on application by letter [jy 17-y

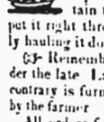
Stoves, Tinware & Spouting.

THE undersigned begs leave to inform the public that he has opened a **Tin and Stove Store,** on Washington street, opposite the Barber's Shop, where he is prepared to accommodate those who may need Stoves and Tin-ware on reasonable terms; and being practically acquainted with the business, is competent to make Boilers, Pipe and other Stove Fixings to suit purchasers. *Metal Roofing,* Spouting and Jobbing done in the best manner, and on the most reasonable terms

The pub'sob't serv't GEO. W. BECK.

☞ Having made arrangements with Mr. Sexton, of Baltimore, for so doing, I am prepared to furnish and put up, in the most substantial manner, the latest and most approved patterns of Fine hour and Latrobe Stoves. ☞ Orders respectfully solicited. (sep 11-6m) G. W. B.

EASTON PACKET—ALL READY!



THE Schooner *Bucephalus,* Capt W H Chambers, is now ready for the new crop of Wheat Farmers wishing to obtain the first prices for their grain, can put it right through without delay by immediately hauling it down to Easton Point

☞ Remember, all grain must be inspected under the late Law, unless a *written order* to the contrary is furnished the Commission Merchant by the farmer

All orders for goods accompanied by the *Cash* promptly attended to—*no others will be regarded* Back freights as usual. The Bucephales leaves Easton Point every Wednesday morning, and the State Tobacco Warehouse No 2, Baltimore, every Saturday Mr J S Robson, Commission Merchant No 79, South Street, Baltimore, and Messrs Dawson & Bro, Easton, Agents

jy 3-tfS N E NICOLS.

NEW LIVERY & HIRING STABLES.

THE subscriber most respectfully announces to the citizens of Easton and the public generally, that he has opened for their accommodation, a new *Livery Stable.* He has on hand a number of good, quick draft, road and saddle Horses, and a fine lot of Carriages, which he will be happy to hire on the most reasonable terms. He will also keep on hand Carts, &c., for the purpose of Hauling, should such purposes be required. His stables will be kept at the residence of his father on Dover street. In his absence, all orders can be left either at the house or at his father's Carriage Shop



He hopes by keeping always on hand a good stock of Horses, and diligent attention to business to merit and receive a generous share of public patronage. The public's ob't serv't

SAML. B. HOPKINS, Jr.

B. B.—Passengers conveyed to and from any part of the Peninsula. [apr 10-1y

NEW FEATURES—FIFTH YEAR OF THE

Cosmopolitan Art Association.

SUPERB ENGRAVINGS.

BEAUTIFUL ART JOURNAL

Valuable Premius, &c., &c.

THIS popular Art Association, now in its fifth year of unparalleled success, having purchased, and engraved on steel, Herring's great painting, "The Village Blacksmith," will now issue copies (to subscribers only) on heavy plate paper, 30 x 38 inches on the following

Terms of Subscription:

Every person remitting three dollars, will receive a copy of the superb steel Engraving, after Herring's celebrated painting

The Village Blacksmith.

Also a copy of the beautiful

Cosmopolitan Art Journal,

An elegantly illustrated quarto Magazine. Also free season tickets of admission to the Eastern (or Dusseldorf,) and Western Galleries of the Association.

There will also be given to the subscribers several hundred valuable works of Art, comprising fine Oil Paintings, Bronzes, Sculptures, &c., &c., from celebrated American and foreign Artists;

Subscriptions will be received to Jan. 1, 1859. On the evening of that date the premiums will be awarded to subscribers.

For full particulars, see December Art Journal, price 50 cents. Specimen copies sent to those desiring to subscribe, on the receipt of 18 cents in postage stamps or coin. Address

C. L. DERBY, Actuary C. A. A.,
Eastern Office, 548 Broadway, New York,
nov 13 Or L. H. CAMPBELL, Hon. Sec'y.

Warranted Not to Explode.

NEWELL'S Patent *Lamp Feeders,* and Lamps for burning Ethenal Oil, warranted not to explode, for sale by

oct 22 JOHN GOLDSBOROUGH.

From the Ladies' Wreath.

Merry Christmas.

BY MRS. P. BURGE SMITH.

"Merry Christmas!" "Merry Christmas!"
Soundeth out from tower and hall;
"Merry Christmas!" "Merry Christmas!"
Cry the children, one and all.

"All the children!" "All the children!"
Do they echo, every one,
The glad shout that riseth upward
With the Merry Christman sun?

Is there ne'er a child but patteth
With its little feet, to where
By the chimney, the full stocking
Hangeth in the Christmas air?

"All the children!" "All the children!"
Do they, every one, respond
To a merry Christmas greeting
In a household glad and fond?

Is there ne'er a child that graspeth
In its little dimpled hand,
Gifts that "Santa Claus" has brought it
From the merry Christmas land?

Yes, there are, all pale and weeping,
In their hovels damp and drear,
Unto whom there cometh, sadly,
Tones of Merry Christmas cheer.

Little meagre, squalled children,
Crowded in a darksome room,
With their thin and sunken faces
Peering out from want and gloom!

There, nor pine, nor box, nor holly,
Gleam upon the blackened wall—
And the Saviour's birth-day cometh
With no joy for them at all!

There no loaded table creaketh
With the viands rich and rare—
And no loving friends are gathered
To partake the Christmas fare.

Huddled in the lowly cellars
Where there became no brightsome ray,
Do they crouch, and shake, and shiver,
Through the long and weary day.

Blessed children! happy children!
With your Merry Christmas trees—
In your home of warmth and gladness,
WILL YE GIVE A THOUGHT TO THESE?

A TENNESSEEAN'S VIEW OF WASHINGTON CITY.

A correspondent writing to the Nashville Patriot, thus wades into the pretensions of our national capitol:

"Washington City, the capitol of the nation, the home, duriug term-time, of the President, (also the temporary residence of five hundred and ten men who confidently expect to be President,) and the seat of the United States Gas Works, (technically called Congress,) is situated in the District of Columbia, a territory covering a horizontal surface of ten miles square, and extending perpendicularly all the way through.—As every place in the city is from three-quarters of a mile to a mile and three-quarters from everywhere else. Washington is called, in Fourth of July orations, and that style of literature generally, "the city of magnificent distances" It derives its name of Washington from a celebrated continental officer who built the pine huts, and forced his way through a very hard winter at Valley Forge, and made Cornwallis acknowledge the corn at Yorktown. The principal public buildings of the city are the Patent office, where the Yankees are granted the exclusive right to manufacture and sell India-rubber baby jumpers, Double-geared rat traps, Radway's Ready Relief—which is warranted to relieve you of your money, if nothing else, and other valuable inventions of the age; the General Post Office, where they superintend the management of the various mail routes of the country; the National Treasury, an institution of learning which has graduated more men in the art of swindling the Government than any ten similar. or dissimilar, institutions of the world; and the City Jail, which is the only public building in Washington which is really devoted to honest purposes at all, both the permanent and temporary residents of the city being too deeply engaged in their own rascalities to think of punishing other people for theirs.

There are two monuments in Washington; one of red granite, erected to the memory of Mr. Smithson, at his own expense; and a monument to the folly, penuriousness and ingratitude of the American people.—The latter is about 60 feet high, with upward (though hopeless) expectations of five or six hundred feet. It is commonly called the Washington or National Monument. General Taylor caught his death in 1850 at the laying of the corner stone of this structure. It is hardly probable that any of his successors will perish at the laying of the cap-stone. It is much more probable that Presidents will be done with at least six weeks before that event arrives.

The imports of Washington consist principally of office-seekers and pickpockets (both of which are frequently combined in one), and fast women, who indirectly make halt the laws that are put through Congress. Its exports are disappointed politicians and whiskey. The latter is generally bottled, or rather unbottled in members of Congress for transportation.

Taking it altogether. Washington is an exceedingly hard place: The public men there are all very honest and upright, however, that is until they go home and turn against the administration, when, of course, they become, like Stephen A. Douglas, and John W. Forney, the most consummate scoundrels unhung. We have the *authority* of a number of administration newspapers for saying so.

During the sitting of Congress, though innumerable murders and robberies are committed in the city; but as everybody there is above suspicion, and would not hurt a hair of your head, nor take the smallest coin from the Treasury, the perpetrators invariably escape detection. Under these benign auspices, it is no wonder that it cannot, or has not been said of Washington as was recently said of a one horse town in Kentucky, that if, at the last day, Gabriel should happen to light there first, the resurrection would be indefinitely postponed, for some of the inhabitants would swindle him out of his horn before he could make a single toot."

We converse with those we love through flowers with those we worship through the stars.

Agricultural Fair—Farmers' pretty daughters.

Office Md. & Del. Rail Road Company,

EASTON, December 13, 1858.

To the Stockholders of the
Md. & Del. Rail Road Company.

GENTLEMEN:—In the report which we had the honor to submit to you at the last annual meeting, you were informed that the entire route had been located from Smyrna, Del., to Oxford, Md., with the exception of a small portion near the town of Easton, and the right of way obtained from Smyrna to a point near Easton.

You were also informed that the graduation had been completed from the State line to Hillsborough, amounting to nearly one-half of the graduation on the whole line, including the heaviest sections; and that the Board had deemed it advisable to suspend further operations, until the expiration of the Winter, by which time they confidently anticipated obtaining that portion of the amount due from the State for internal improvements on the Eastern Shore, belonging to the Md. & Del. Rail Company. A bill for this purpose was introduced at an early period of the session, and the justice of the claim was conceded by a large majority of the members of both houses. The only obstacle to its immediate passage arose from that clause in the present constitution of the State, which prohibits the Legislature from making new appropriations for Internal Improvements; and which, in the opinion of a portion of the members created a doubt as to the power of the Legislature to pay an appropriation that had been made before the constitution was enacted.

A proposition was made by these members, to pass the bill with the addition of a section requiring the Company to institute a suit for the purpose of deciding the constitutionality of the Act, and making the decision of the court as to the power of the Legislature to pay the claim, conclusive, also as to the indebtedness of the State.

This proposition the Board, in common with the representatives of the other companies which have been incorporated on this Shore, felt compelled to decline: first, on account of the obvious injustice of the last condition attached to it: secondly, because they considered it unjust and odious to attach conditions to appropriations on the Eastern Shore which had not been attached to those on the Western Shore:—thirdly, because all laws should be perfected by the Legislature, without requiring the sanction of the courts, which have now the power to judge of their constitutionality: and fourthly, because they have been sustained by the highest legal authority in the State, in the opinion that it is expressly guaranteed by the constitution, and therefore beyond the power of the Legislature to repeal.

In consequence of the refusal to accept these conditions, the bill was defeated in the Senate. A second bill was then introduced providing for the payment of the appropriation in stock held by the State in the Baltimore & Ohio Rail Road Company.

The great importance of an early completion of the road, induced the Board to adopt this measure, which passed the Senate and was defeated in the lower House, from an opposition to the mode of payment, and not to the justice of the claim; and we are warranted in saying, from the repeated assertions of members during the discussions on these bills, that the defeat of the appropriation was solely owing to the want of time to mature a bill which would reconcile the conflicting views as to the mode of payment, and not to an opposition to the claim itself.

A conviction of this fact. together with a sense of the injustice which had been done to the Eastern Shore, by the postponement of its demands, led to a convention of citizens of the Eastern Shore, at Easton, on the 14th and 15th of April. By this convention an application was made to the Governor to call an extra session of the Legislature. The principal reason assigned by the Governor for declining to comply with this request, was the want of authority, in his opinion, to convene the Legislature, for such a purpose. In regard to the claim itself, the Governor holds this emphatic language:—"The justice of this claim has been admitted by several Legislatures since 1835—has been declared valid and binding by the late Chancellor of the State, and is admitted by almost all whose opinions upon the matter I have ever had occasion to learn. By the Act of 1835, the sum thereby appropriated *is held sacred, and the faith of the State is pledged to its application for the exclusive purpose of Internal Improvements upon the Eastern Shore* Of that sum, there remains an unexpended balance of more than eight hundred thousand dollars applicable to the objects of this Act." The perusal of this message, and of the address issued by the E. S. Convention to the people of the State, gave to many of the citizens of the Western Shore the first full understanding of the nature of this claim; and the expression of public sentiment thus elicited, affords a confident assurance of its payment at the next session of the Legislature. The failure to obtain the appropriation, was succeeded by unprecedented disasters in those crops which constitute the chief resources of our community; whilst securities of every description were greatly depressed, in consequence of the commercial revulsion of the previous year. Having been thus prevented from resuming active operations during the present season, the Board have availed themselves of the opportunity to place the finances of the company in the most favorable condition by the collection of claims, and the payment of liabilities; and by a suspension of all the salaries under the control of the Board, and the relinquishment of that of the President since the 1st of May. A statement of the finances of the Company is herewith submitted.

We desire here to express our sincere regret at the necessity thus occasioned for a separation from our chief engineer, Mr. John Henderson, whose services to the company since its commencement, have been of the highest value. We turn with pleasure from this retrospect to the encouragement afforded to those engaged in the construction of Rail Roads by the present unusuallly low prices of labor, and materials especially, that largest and most expensive of all items, iron. The great inducement thus offered, together with the advantages derived during the past season in the greatly enhanced prices of fruit and other commodities, at the Depots on the line of the Delaware Rail Road has led to the projection of new Roads in various parts of that enterprising State; and it is confidently expected that appropriations will be made to several of those works at the approaching session of their Legislature. As the most valuable feeder to the Delaware Rail Road, our work has strong claims to assistance. In view of these various considerations, we cannot urge upon you too strongly the advantage to be derived from a resumption of active operations at the earliest moment that the season will permit—and the importance of completing the road during the next season at least as far as Greensborough where it will receive a large and valuable trade.

The distaece from Smyrna to Greensborough is 24¾ miles (including ¾ of a mile sidings) 14 of which lie in Delaware and 10¾ in Maryland. A large portion of this distance is now ready for the iron, and the sum required to prepare it for use is only $175,000; making the entire cost at present prices, at least 20 per cent. below the original estimate.

More than one half of the amount can be obtained from sources available to the Company—viz: the uncalled instalments of stock both in Maryland and Delaware, the proportion of bonds which could be used for the purchase of iron, the amount of stock and bonds which would be taken by contractors; and the grading and cross-ties which could be furnished by persons residing on or near the line of the Road under arrangements equally beneficial to themselves and the company. If in addition to these items, an appropriation should be obtained from Delaware in proportion to those heretofore made by that State, the amount remaining to complete the required sum would be so inconsiderable as to leave no doubt of its being promptly subscribed. In fact there is reason to believe that it would lead to the extension of the Road at an early day to Hillsborough, to which point it is now graded. The importance of such an appropriation to the State of Delaware has been proved by the success of her own Road,—not only would the completion of our Road enhance the assessed value of the section of that State through which it passes, more than the entire cost of the portion of the work within that State, but, estimating the business by that of the Delaware Rail Road during the first year of its operation, it would add to the annual revenues of that Company a sum equal to two thirds of the entire appropriation. While the benefits derived from the Delaware Rail Road in the improvement of the country have exceeded the expectations of the most sanguine—the fact of its having paid a dividend during the first year of its operation, and before its connection with any route beyond its southern terminus affords the strongest grounds for confidence in the profits of our stock. For eleven months from January 1st to November 30, 1857,

The gross receipts of the Del. R. R. were,		$85,190 25
The operating expenses and repairs,	"	65,445 64
Net proceeds for eleven months,	"	$19,644 61
Being equivalent for twelve months to		$21,430 48

This is a fraction over 2 per cent. on the actual cost of the road; not including the cost of the machinery which is furnished by the Philadelphia, Wilmington and Baltimore Rail Road, by which company the Delaware Rail Road is leased and worked, and who derive sufficent profit from the business brought to their own Road by the Delaware Rail Road to enable them to pay to the stock holders of the latter a dividend of six per cent. on their investment and leave a surplus of $32,164 34. Should the Maryland and Delaware Rail Road be finished during the present prices of labor and materials, a revenue in proportion to that of the Delaware Rail Road would pay for the first year a dividend of nearly 3 per cent. on the cost of the Road alone and about 2½ per cent. on the cost of the Road and machinery together. It is the unanimous opinion of those who have examined these two routes that the local business of the Maryland and Delaware Rail Road will be the greater of the two. It is this local business which has been found by Rail Roads to be the most reliable source of revenue, and there is no instance where the increase in the revenue of a road through an agricultural country so productive as ours during a few years after its completion has not been at least equivalent to the difference of 2½ per cent. and 6 per cent. on the cost of the Road. This increase in revenue would (for a considerable time) be almost entirely profit; as the cost of running two trains per day is nearly as great for a small business as it would be for their entire capacity. This is shown by the fact that the working expenses of the Delaware Rail Road for 1857 were 76 4-5 per cent. of the gross earnings; whilst those of the Philadelphia, Wilmington and Baltimore Rail Roads, a more expensive Road, and worked by the same Company, were for the same period only 35 4-5 per cent.—The President of the Philadelphia, Wilmington and Baltimore Rail Road in his report for the year 1857, speaking of the Delaware Rail Road, says: "This Road has been in operation its whole length for about a year. Owing to the short crops of grain and the financial difficulties of the country, it has not done the business that was anticipated for it in the beginning of the year. It, however, will soon become a valuable tributary to the main line, and ultimately command a trade that will make it a *paying Road!*"

The following extract from the last report of the Delaware Rail Road Company (for 1857) will afford a correct idea of the amount and description of the business of that Road. "The details of the business which will be seen from the annexed tables may be summed up generally as showing for the past year 75,000 passengers, 372,000 bushels of grain, 267,000 bushels of lime, 38,000 baskets of Peaches, &c., 9,000 buckets of Berries, 9,000 bushels of Potatoes, 13,000 bushels of Oysters, 34,000 tons of merchandise, &c., &c.

That such an amount of business springing from the opening of your road, and having a tendency to stimulate to activity, should have a favorable effect upon the community, was to have been expected; and this is being realized, not only in the rapid improvement visible on the line of the road and in the increased price of land (in some instances from $6 to $80 per acre) but in improved agriculture, and the production of articles for market not heretofore cultivated. Many things also, the natural, as well as the cultivated product of the soil, heretofore unprofitable, are now being forwarded by Rail Road to market and realize a considerable revenue in return. The *berry* crop alone, last summer, amounted to many thousand dollars which came into the hands of the most needy class of our citizens, and cost only the labor of those who would otherwise have been idle."

The large profits which have been realized, during the present season from the peach crop—have led to an increase in its culture limited only by the supply of trees which could be procured. The very eagerness with which so many have engaged in this business, may have a tendency to deter others from doing so for fear of its being overdone.

It may not therefore be improper to remark that a very large proportion of this crop is purchased for exportation in cans.—There is scarcely any portion of the world where a market for this article cannot be found, whilst the production of the Peach in perfection is confined to a very limited section of the country. It is obvious therefore, that the present demand is limited by the supply of the raw material and that the increase in the crop will lead to a corresponding increase in the demand. It should also be borne in mind that whilst the peach crop of this peninsula is exempt from the diseases which affect it at the North, it is almost secure from the risk of destruction by frost occasioned by premature vegetation at the South.

We, therefore, feel justified in expressing the opinion that the peach crop is destined to become the principal product of the peninsula; and to render it the richest, as it is now in many respects, the most highly favored portion of the United States. That provision of the charter which requires the stock to be paid in full to entitle the holder to the right of voting, is calculated to operate unequally, and is therefore unjust. The holder of a single share of stock, who has paid but $25 is now entitled to a vote, whilst the holder of 100 shares, on which instalments, amounting to $2,000 or the value of 80 shares have been paid, is not entitled to an equal privilege. This could easily be corrected by an amendment of the charter, giving to every stockholder a number of votes in proportion to the amount which he has actually paid, and we respectfully suggest the propriety of such an amendment. We would also recommend that in future, the system of letting the work by sections be adopted as far as possible; and that efforts be made to induce farmers to furnish the graduation and cross-ties directly to the company in payment of stock under such arrangements as may best promote their mutual interests. This plan has been adopted with the greatest success on most of the Southern Roads. It is often the case that stock could be paid in work or materials, when it could not be paid in money, and owing to the cheapness with which work can be done by those residing on the spot, the prices usually paid to contractors would give to the farmer a profit of from 25 to 50 per cent.—The financial embarrassments of the past year have thrown a large number of contractors out of employment, which causes a greatly increased competition for work advertised for letting. The following estimate of the cost of completing the remaining sections of the road at present prices, in addition to the work already done, has been carefully prepared, and is inserted by the Road, from a sense of duty to themselves, as well as to the stockholders and the community, that if from a neglect to take advantage of an opportunity so exceedingly favorable, the cost of the road should be materially enhanced, and the profits correspondingly diminished, it may not be said that the present Board had proved faithless to their trusts, by neglecting to lay before the Company, information of such vast importance to their interests.

	Total cost in cash & Bonds.	Amt. in cash if done by contract	Amt. in cash if graded & tied by farmers.
Greensboro' to Hillsboro'	$ 75,000	$49,000	$38,000
Hillsborough to Easton -	125,000	84,500	65,500
Easton to Oxford - -	110,000	75,000	60,000
	$310,000	$207,500	$163,000

In conclusion, we desire to express our undiminished confidence in the benefits the Road will confer upon every member of the community, both in the improvement in the value of property and the increased revenue derived from it; producing a greater amount of employment, and an increased supply of labor; until these advantages are secured, the community is actually sustaining the annual loss of a sum, which, in a few years, would defray the entire cost of constructing and equipping the Road

By order of the Board of Directors,
TENCH TILGHMAN, President.

If your sister, while tenderly engaged in a tender conversation with her tender sweetheart, asks you to bring a glass of water from an adjoining room, you can start on the errand, but you need not return. You will not be missed—that's certain; we've seen it tried. Don't forget this, little boys.

THE NATIVE AFRICAN.

Dickens, in his Household Words, gives a description of the Natives of the Gold Coast in Africa. Those on board the steamer Niagara, sent back by Government, will soon be enjoying the luxuries so graphically described by Dickens:

The native (he says) bears on his head an earthern vessel of palm oil, or carries two or three quills of gold dust, the result of his own industry in washing the sands after the rains. His sole article of clothing is a Manchester remal, or length of checkered cotton girded round his loins. But he knows the value of his own merchandise, and of that for which he intends to exchange it. He is a bird by no means to be caught with chaff. He will not change his palm oil for a bunch of feathers, nor his gold for a string of beads; neither does he affect any article of European clothing, nor hanker after any produce of European civilization. He wants rum—the strong, coarse American rum—and he knows to a spoonful how much he ought to get of it. He wants, from time to time, a new remal, also a cloth blanket to throw over his shoulders on state occasions, and a musket to make a row with and fire off when he keeps custom.—But he wants no food, because the maize springs up for him almost without cultivation, and his woman pound it between two stones, and add water to make a paste which he calls kankee, and on this he gorges himself with great relish. Sometimes his soul lusteth for meat, and then the black snails of the forest, as big as a fist, furnish him with a soup of which palm oil is also an essential ingredient

The provident housewife spreads these snails on a bit of grass, and dries them in the sun, thus saving her lord and master from the toil of putting out his hand to take them. The long black-haired monkey also provides him with a bounteous repast. Pity the sorrows of a European travelling thro' the bush and partaking of the hospitality (he will have to pay handsomely for it) of a native, when, as a delicacy reserved for him, there is fished up out of a big pot of soup a black head, with the lips drawn back, and the white teeth grinning, and such a painful resemblance of the face around him that for a moment he wondered which of the younger members of the family had been sacrificed to the exigences of the occasion But he is re-assured, and discovers that he is not eating man but monkey. The native of a Gold Coast has no desire to buy a house, nor to build a house, nor to live in a house. He does not wish to add field to field, or to make a name in the land. His chief and only desire in this life is to eat when he is hungry, to drink whenever he can, and to sleep in the interim. He has no anxiety for himself, and certainly none for his offspring, who have neither to be educated nor clothed; nor has he any misgiving about their future prospects.

They run about in the bush if he lives inland, or he turns them into the sea if he lives on the coast. You may watch them in any number, and of all ages, from two to twelve, diving and ducking under the waves waiting for a big one; and then on the crest of it you see the little shining black bodies tossed over and over and round and round, till, screaming with pleasure, they are washed upon the sand, like a tangle of seaweed. Then, slowly and with much noise, then unravel themselves and crawl back to the water, and contnue this sport the whole day, with the exception of the time occupied in consuming huge lumps of kankee, brought to them by their mothers. The paternal domain is, for the most part, a circular hut, under the mud floor of which the ancestors of the family have been buried for many generations.

A Western editor lately offered his hat for the best essay on independence. The following obtained the prize: National independence is easier imagined than described, personal independence consists emphatically in being situated in a clean shirt, drawers, socks, and a nicely-blacked pair of boots, with at least a dollar and a half, and a clean cambric in your pocket, all on Sunday morning, with your wife on one arm, and your baby on the other, taking your own course toward your own preacher, in the expectation of doing your own snoozing, in your own pew, wherein no one dare venture to nudge you with his elbow, or tickle your nose with a straw

An anxious mother in Maine thus writes to her son in California:

"My dear son—Come home. A rolling stone never gathers no moss. Your affectionate mother."

To which Young America, with equal laconism replies:

"My dear mother—Come here. A setting hen never gets fat. Your affectionate son."

Charles Lamb once, while riding in company with a lady, descried a party, denuded for swimming, a little way off.

"Those girls ought to go to a more retired place."

"You may be right," rejoined Charlie; "I can't distinguish so accurately at such a distance."

An exchange tells of an editor who went soldiering and was chosen captain. One day at parade, instead of giving the orders. "Front face, three paces forward," he exclaimed, "Cash, two dollars a year in advance."

"Pompey, what am dat goes when de wagon goes, stops when de wagon stops, it am no use to de wagon, and yet de wagon can't go widout it? "I gubs dat up, Clem." "Why, de noise, ob course."

The Harford papers gives a list of births as well as deaths, but one fact does not speak well for the morals of the Nutmeg State—the births all come *before* the marriages.

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