Whoever is familiar with the immense fruit trade of New Jersey, will readily comprehend the value of this item of trade at no distant day on our road.—There are thousands of poor sandy farms in Jersey which realize to their owners more clear money by producing fruit alone than an equal number of our best farms realize to their owners here, by all their productions. Our interior lands are better for peaches than the Jersey lands and our climate is greatly better, besides being some two or three weeks earlier. The trade in marl too is an important item in the interior traffic of Jersey; whilst lime is getting to be there a more important item and farmers on the lower part of our Shore would be astounded to see the extent of it already in the upper counties of our Shore.

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

I will assume then until Virginia unites in the construction, that our road is to pass through Maryland as will be seen by the map a degree and a half, or one hundred miles, over a straight road, *where one third* at the least more velocity can be used, than on a curved road with *equal safety*, and where the wear and tear of rails and of cars from lateral friction would be at least two thirds less. It is ascertained by engineers that you may drive a locomotive over a perfectly straight road, at the rate of sixty miles in an hour, with perfect safety.—This is not fiction for it has actually recently been done in England. At the end of this 100 miles, till Virginia continues the road, we should take Steam boats for Norfolk, as the Pocomoke or little Annamessex Rivers' points are never completely obstructed by ice. Now the sum received for each passenger from Norfolk to the intersection of the Philadelphia and Baltimore Rail Road would be seven and a half Dollars each—five for the road and two and a half for the Steamboat.

Then we will assume 50 passengers each way per day—making 100 passengers at 7 50 equal to 750 Dollars per day.—This sum multiplied by 300 days instead of 360 which would be nearer truth, makes the gross receipt per annum for passengers alone	225,000
To this sum add	
For tranportation of the mail for the whole Peninsula the moderate sum of	20,000
And for transportation of the Philadelphia mail to Norfolk the moderate sum of	20,000
And you have the gross sum of	$265,000

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

I have taken some pains to ascertian from an Engineer the cost of a mile of the Baltimore and Philadelphia Rail Road, clear of the expense of grading and levelling, and find it to be for a single track such as they are now making, with one turn-out for every mile, including all the cost for iron, for rails, plates, nails, and wedges, all the wood for sleepers, and string pieces, and for gravel or broken stone laid in piles under the end of the sleepers, and including all the workmanship and labour necessary to put them down firmly, the sum of 3,887 Dollars per mile, and four hundred dollars of this sum is for each turn-out in every mile.

This sum it will be seen is under four thousand dollars per mile, and can it be possible that four thousand dollars more per mile will be required to bridge our few streams and grade our level country? Let it be so considered. This then would be 8,000 dollars per mile.

100 miles then at 8,000 per mile is	800,000
Probable cost of one first rate steam boat with wharves at Norfolk and on the E. Shore	100,000
Probable cost of 2 locomotives and cars	100,000
Aggregate cost	10,00,000

Here then is the probable cost for the main stem of this road, and by this statement you will see that with a capital of ten millons, one million subscribed by the State and the others by individuals or corporations, you will have, after constructing the principal road, one half the capital of the corporation in hand, to construct lateral roads, establish depots whenever required, wharves, ware-houses, &c., and getting up the necessary cars and horse power. This million may probably be greatly more than would be necessary for the above objects.—But whatever sum might be required, the fair presumption is, the business done on these lateral roads would amount to a fair interest on the outlay, and not having taken the incidental business of the Shore into the estimates for the main road the almost irresistible conclusion is that the stock of this E. S. R. Road would be highly productive stock.

These estimates although made in great haste, are I am sure strictly within the limits of truth; and I will here adventure an original thought which may go for what it is worth, and that is, that our Shore in the interior is so level, that there is no necessity whatever for reducing the present slight undulations except where the few ravines or low grounds are to be passed. The recent successful experiments of driving the locomotive over the summit level of the Baltimore and Ohio Rail Road at Parr's ridge where the elevation is—feet to the mile, four times, nay ten times the elevation of any of our hills throughout the Shore, recently made to the surprise of all, I think leaves but little doubt on this subject.

Let me urge you fellow citizens, by all the ties of interest which bind you to this Shore, to turn your thoughts speedily to a full consideration of this momentous subject. I regret my own insufficiency to do justice to it, and I invite a rigorous but fair scrutiny into what I have advanced. Free the mental vision from the film of habitual penury; open the eyes to what is doing every where around us; and above all dismiss the jaundice and palsy of *party* strife from the question and the cause has nothing to fear. The May Session will either establish the road, or if the appropriation bill passes without providing the million for it, wither it forever.

In my next, and last, unless called out, I propose to trouble you with some reflections on the subject of the proposed general appropriation bill, which is intended to be the exclusive subject for legislation at the May Session. I enclose to the editor a copy of Mr. Grundy's able and lucid report on rail roads and the transportation of the mail and other property of the U. States on them, and a more acceptable service could not perhaps be rendered just now to the people of the Shore, than to republish it at length, or at least such parts as I have enclosed within brackets.

THOMAS EMORY.

We have made the extracts from Mr. Grundy's report, as desired by Gen Emory, and although occupying considerable space in our paper, we are of opinion that we could not subserve the interests of our subscribers better than by laying the portion of Mr. Grundy's report before them, which will be found subjoined, even if considered apart from the subject which it follows.—ED. WHIG.

The resolution and bill in relation to the transportation of the mails, public property, and troops of the United States, upon railroads constructed under the authority of the several States, involve many important considerations, both of principle and practice.

Roads are so necessary to a civilized population occupying any considerable extent of territory, that they may be considered as one of the incidents of civilization itself; and one of the first objects of every well-organized community is to make and improve roads and other means of intercommunication.

* * * * * * * *

Railroads are fast superseding all other roads as travelled routes; and the speed attained upon them is unequalled. The States and incorporated companies are making them in every direction through our country. The *use* of them is all this Government requires; and that is essential to the effective execution of its delegated powers. The making of the roads, and all jurisdiction over them, may safely be left to the States, while the United States shall have their use merely as a contractor, without claiming or exercising more power over them than any other contractor may do, who has made a similar bargain.

* * * * * * * *

It is not doubted that contracts made on the principles here suggested would secure to the Government the free use of all the principal railroads in the United States. This Government would then have all the power it needs over those roads, and all distracting questions as to the power of making and exercising jurisdiction over them would be put to rest forever. The importance of such a measure is further illustrated by the certain prospect of new difficulties which are likely to grow out of the extension of railroads. That the mails must be carried upon them, or the Post Office Department cease to be as useful as the constitution intended, and the public interest requires, is obvious. It is not in the power of the Postmaster General to raise up competition with them; and we have already seen that some of the companies owning these roads have asked more for carrying the mails than he felt justified in paying. The consequence will be that the public interest will suffer, and the injury will increase in magnitude with their extension through the country.

At length the evil will be so great, that the question will arise, whether the Government has not a right to make use of these roads for public purposes, at a fair price, to be fixed in a manner to be pointed out by law. If it were decided that the Government possesses such a right, its exercise would be unpleasant and irritating. It is therefore prudent, if it be practicable, to avoid the question altogether. This may be done by securing by contract all that the Government wants.

The value of railroads as a means of transporting the mails of the United States, it is almost impossible to appreciate. In speed they far transcend any other mode of conveyance. The mails can readily be secured in such a way as to make it almost impossible to rob or plunder them on the road Their great bulk and weight will be no obstacle to their rapid and safe transmission. On some of the existing routes, the daily mail is said to exceed a ton in weight, and to be rapidly increasing. In a few years it will be several tons, and it will require several ordinary teams to haul it in stages or wagons, but the railroad takes off tons as if they were only pounds, and with equal swiftness and safety. Teams cannot come in competition with it, nor can the Government devise any substitute.

The value of these roads as auxiliary to public defence, it is also impossible to appreciate. They will increase the power of our army, by enabling it to concentrate rapidly, in any portion of the Union, and enable the republic to do with a small force. They will facilitate the concentration of the militia at any city or point where invasion may be threatened. A few hours will be sufficient to bring the force of one city to the aid of another, and throw upon the seacoast the hardy yeomanry of the interior, perfectly fresh and ready for action. In the populous portions of our country, a force superior to any which a foreign enemy can send to our shores, may be brought to meet them almost as soon as they could land, and the knowledge of our ability to do so, would deter our enemies from all attempts upon our maritime cities and towns. These are not the only advantages of railroads over other roads, as a means of defence. Common roads, however excellent, afford the enemy the same advantages in entering the country, as they do to the inhabitants to concentrate in its defence. It is not so with railroads. While they would be incalculably useful in concentrating the force of the country, they would be useless to an invader. The cars may be withdrawn upon his approach, or the road may be easily broken up so as to be impassable for cars.

While to the country these roads would be so much superior to the common roads, they would not be so to an invader, and are, therefore, as means of defence, greatly to be preferred.

It is probable that better terms can be made with railroad companies now, than at any time hereafter. Most of them want money. Where sections of a road are made, which, taken separately, would be valuable to the Government, they want money to complete other sections. The section or branch of the Baltimore and Ohio railroad between Baltimore and Washington, and the main road from Baltimore to Frederick, and perhaps to Harper's Ferry, are completed, and the company would no doubt gladly raise the means to extend the road by contracting with the Government for the use of these sections, and would even make a prospective contract for the whole road; the consideration for the use of the unfinished part to be paid only when it shall be completed and brought into actual use. The operations of other companies would undoubtedly be facilitated by prospective contracts for the use of their roads when completed, the consideration to be then paid. These circumstances would induce them to make better contracts now than hereafter, and are calculated to enable the Government to obtain the free use of these roads, for public purposes, at a cheaper rate than it can be effected at any furture time.

It should be remarked that, in almost every State in the Union, railroads have been projected, and many of them are in progress towards completion, between their most important commercial cities or points. All of these, where they are important and useful to the public, would receive that incidental aid proposed by the resolution and bill under consideration.

The condition of the Treasury is also auspicious to these arrangements. We have such an unprecedented accumulation of surplus revenue, that there is difficulty in finding legitimate public objects upon which to expend it. That it should be used for the common benefit of the whole United States, all agree. How can this object, so far as regards a part of it, be more effectually accomplished than by securing with it, free transportation for the mails, other public property, and the officers and men of the army and navy, on all the principal avenues of communication throughout the Union, in all time to come. Not only are greater speed and safety thus to be secured, but it will cut off a heavy annual expenditure, not only now, but forever. A large portion of the annual expenditure of the Post Office Department for the transportation of the mails will be saved in a few years, and these funds may be applied to extend mail accommodations in the interior, or the rates of postage may be materially reduced, or if deemed expedient they may be used as a part of the ordinary revenues of the country. The sums annually paid for the travel of the officers of the army and navy, and the transportation of men and property on the great lines of communication, is very considerable, all of which will be saved. In time of war, these advantages would be most sensibly felt.

The expenses of transportation are then greatly increased, and form one of the heaviest items to be provided for by loans or taxation. The saving of a very large portion of this, and, at the same time, increasing the effective power of the military force kept in service, by facilities for prompt concentration, will enable the country to defend itself at a much less expense than would now be requisite, and measurably save us and our posterity from debt and taxation.

* * * * * * * *

The object in view is entirely a general one It is to convey correspondence and spread intelligence among the people; to enable them to rush to each other's defence in time of need; to diminish the channels of expenditure, and the necessity for taxation, so long as the republic shall endure. Upon a view of the whole subject, your committee are of opinion that a portion of the surplus in the treasury cannot be more profitably or usefully employed than in securing to the Government forever, the free transportation on all the principal railroads in the Union, constructed or in porgress, of the mails, public property, officers of the army and navy travelling under orders, soldiers, seamen, and militia, when called into service and returning; and, to effect that object, they recommend the passage of the bill "to authorize contracts for carrying the mail and public property of the United States upon railroads."

A CARD.

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

April 30

WAS COMMITTED to the Jail of Baltimore City and County, on the 22d day of April, 1836, as a runaway, by order of E. T. J. Woodward, Esq. a Justice of the peace for Baltimore County, a negro boy who says he was born free, and was bound to Wm. Powel of Sussex County, State of Delaware. He is about 14 or 15 years old; 4 feet 9 inches high; has a scar on his right hand; had on when committed, a dark cassinet roundabout; blue cloth pantaloons and vest; cotton shirt; old seal skin cap and no shoes.

The owner, if any, of the said boy is requested to come forward, prove property, and take him away; otherwise he will be disposed of according to law.

D. W. HUDSON,
Warden of the Jail of Balt. City & County
ap30 3w

WAS COMMITTED to the Jail of Baltimore City and County, on the 13th day of April, 1836, as a runaway, by J. Shane, Esq. a Justice of the peace in and for the city of Baltimore, a negro man who calls himself SHADERICK WILKINS; and says he belongs to Robert Tait of Dallas Country, State of Alabama. Shaderick is a dark mulatto, aged about 25 years, 5 feet 6 1-2 inches high; and has a scar on his right arm and one on his left cheek; had on when committed a black cloth coat; blue cloth pantaloons and vest; cotton shirt; coarse shoes and black seal skin cap. The owner, if any, of the above described negro is requested to come forward, prove property, pay charges and take him away; otherwise he will be discharged according to law.

D. W. HUDSON,
Warden of the Jail of Balt. City & County.
ap30 3w

WAS committed to the Jail of Baltimore city and county on the 13th day of April, 1836, by Edward J. Peters, Esq, a Justice of the peace in and for the City of Baltimore, a negro man, who calls himself SAMUEL MURRAY, and says he belongs to Vance Murray Robinson, of the State of Albama. Samuel is about 33 years old, 5 feet 5 inches high, has a large scar on the back of his left hand, by which he says he lost the use of it—a large scar on the left side of his head. Had on when committed a blue cassinet roundabout and pantaloons—red flannel shirt—old pair shoes, and black bear skin cap.

The owner if any, of the above described negro, is requested to come forward prove property pay charges and take him away; otherwise he will be discharged as required by the act of Assembly

D. W. HUDSON, Warden,
of the Jail of Balt. city and co.
April 30 3w

WAS COMMITTED to the Jail of Baltimore city and county, on 21st day of April, 1836, as a runaway, by Wm H. Watson, Esq, a black man who calls himself FELIX WHEEDAN, alias J. FREEMAN, and says he was born of free parents, in Boston and was raised by his mother, Olivia Freeman in that city. He has a large scar over his left eye and one on the left side of his forehead; a scar on his right cheek and and one on his right knee, and one on his left elbow. He is 5 feet 8 inches high. Had on when committed a blue cloth roundabout, duck pantaloons, check shirt, fine leather shoes and tarpaulin hat.

The owner (if any) is requested to come forward, prove property, pay charges and take him away—otherwise he will be discharged as required by the act of Assembly.

D. W. HUDSON, Warden
Of the Jail of Balt. city and county.
ap30 3w

WAS COMMITTED to the jail of Baltimore City and County, on the 7th day of April, 1836, as a runaway, by James L. Maguire, Esq., a Justice of the Peace in and for the City aforesaid, a NEGRO WOMAN, who calls herself Ann Rebecca Ward, and says that she was born free, and reared in Baltimore City by her mother Ann Ward. She is about twenty two years of age, 5 feet 6 inches in height, and has a scar on her right knee, also one on the middle finger of the left hand. Her clothing consists of a dark calico frock, dark cotton shawl, red gingham apron, cotton handkerchief on her head, woollen stockings, and coarse laced boots. The owner, if any, of the above described negro, is requested to come forward, prove property, pay charges and take her away, otherwise she will be discharged as required by the act of Assembly. DAVID W. HUDSON, Warden of the Jail of Balt. County & Co.
April 23

TO THE LADIES.

SPRING FASHIONS.

MRS. RIDGAWAY thankful for past favors, again solicits the attention of the ladies of Talbot and the adjacent Counties to call and examine her beautiful assortment of new

FANCY ARTICLES.
AND
SPRING FASHIONS

just received. They have been carefully selected, and will be found of a superior and beautiful description.

ALSO,

MANTUA-MAKING

in all its varieties. She has engaged a competent young lady to attend exclusively to this branch of business. She solicits a share of patronage, and will use every exertion to give general satisfaction.

April 23 6t (G)3t

SALE OF LAND.

THE subscriber will expose to public sale to the highest bidder on WEDNESDAY the 11th of May, all that farm adjoining "Lewis Town" in Talbot county, which was formerly the property of Alexander Anderson. As this Farm lies near to Tuckahoe Creek, and contains a body of valuable wood land, it is believed, that to a man of enterprise, its sale will present an opportunity for a profitable investment of money. The sale will take place on the premises at 11 o'clock, A. M., when the terms will be made known In the mean time persons disposed to purchase are invited to view the premises, and to call on the subscriber who will give the most satisfactory information respecting title, &c The Farm is supposed to contain five hundred acres.

WM. HAYWARD.
April 19 ts

NOTICE

IS hereby given to the creditors of Thomas J. Mackey, late of Dorchester County, deceased, to file their claims with the vouchers thereof, in the Register of wills' office of said county, on or before the third day of May next, as a dividend on the said Mackey's estate will be struck that day. Those who fail to do this, may be excluded from any part of said estate.

THOMAS SUMMERS, Ad'mr.
of Thomas J. Mackey.
March 26st, 1836. 3w

DEY OF ALGIERS.

Will be at St. Michaels, on Saturday the 26th inst. and at the Trappe, on Saturday the 2d of April, and will attend each of the above places every other week, regularly throughout the season, he will be at Easton every Tuesday. Terms as last year, five dollars the Springs chance, and eight dollars to ensure a mare in foal, two dollars cash, single leap, 25 cents to the groom.

EDWARD N. HAMBLETON.
March 29

NEW FIRM.

BELL & STEWART,

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

Coach, Gig & Harness Making

in Easton at the old stand at the North end of Washington Street for many years kept by Joseph Parrott, and resently by John W. Millis, where they intend carrying on the above business in all its various branches. The subscribers having been regularly brought up to the business, they flatter themselves that they will be able to give general satisfaction to all who may favor them with their custom, as they intend to keep constantly on hand the best materials and employing experienced workmen. They will also pledge themselves to work on the most reasonable terms for cash or country produces.

April 5 3m law. (G.)

Sheriff's Sale.

BY virtue of a writ of Fi Fa issued out of Talbot County Court, and to me directed at the suit of the State of Maryland at the instance and for the use Nehemiah Tilton against James Tilton, will be sold at the front door of the Court House in the town of Easton, on Saturday the 14th day of May next, between the hours of 10 A. M. and 4 P. M. of said day, for cash, the following property; viz:—all and singular that farm plantation and land, situate, lying, and being in Talbot County and in Miles River Neck now in the tenure of James Hopkins, being a part of the tract of land called Marengo, and all the estate, right, title and interest, of James Tilton legal or equitable, of and to the same, containing two hundred and seventy-five acres of land more or less; being all the land, which was divised by Jacob Gibson to his daughter Frances, now the wife of the said James Tilton, seized and taken to satisfy the above mentioned writ of fi fa and the interest and cost due and to become due thereon.

Attendance by JOSEPH GRAHAM, Sh'ff.
April. 23 4t.

SHERIFF'S SALE.

BY virtue of a writ of Fi. Fa. issued out of Talbot county Court and to me directed against Mrs. Eliza J. Bond at the suit of George F. Benson will be sold at the front door of the Court House in the town of Easton on Saturday the 14th day of May next for cash between the hours of 10 and 6 o'clock of said day the following property viz: 1 piano forte 1 mahogany table, 1 water stand, 1 doz. cane bottom chairs, 2 carpets, 1 hearth rug, a quantity of plate and half a dozen common chairs, also all her right title interest and claim, of in and to a certain tract or parcel of land situate in Miles River Neck which she inherited from her Father General Perry Benson called and known by the name of Wheat land, and part Mount Pleasant or by what other name or names it may be called, be the quantity of acres what it may, seized and taken to satisfy the above mentioned writ of fi. fa. and the interest and cost due and to become due thereon.

JO. GRAHAM, Shff.
April 23 4t

Sheriff's Sale.

BY virtue of a writ of Fi Fa issued out of Talbot County Court and to me directed against Robert T. G. Thomas at the suit of Samuel Mackey, will be sold at the front door of the Court House in the town of Easton on Saturday the 14th day of May next between the hours of 10 o'clock A. M. and 5 o'clock P. M. of said day the following property viz: all the right title interest and claim of him the said Thomas, of in and to a House and Lot in the town of Easton, where said Thomas now resides, also 1 side board, 2 bureaus, 1 table, 2 beds, bedsteads and furniture, 2 carpets, 1 ward robe, 18 chairs, 1 pr andirons and fender, all seized as the property of the aforesaid Robert T. G. Thomas to satisfy the above mentioned writ of fi fa and the interest and cost due and to become due thereon.

JO. GRAHAM, Shff.
April 23 4t

Sheriff's Sale.

BY virtue of two writs of Fi. Fa. issued out of Talbot County Court, and to me directed, one at the suit of Adno McKnett, use of Robert H McKnett against Mason Shehan, and the other at the suit of William Hughlett against Mason Shehan, surviving obligor of William Shehan, will be sold at the front door of the Court House in the town of Easton on Tuesday the 10th day of May next for cash, between the hours of 10 o'clock A.M. and 5 o'clock P. M. of said day, the following property viz. all the reversionary right of the said Mason Shehan or whatever right he may have of, in, and to, the farm where Mrs. Sarah Shehan now resides, known by the name of Shehan's Purchase and Dunmore's Heath, containing Three Hundred Acres of land more or less situate in the Chapel district, and all the interest of said M. Shehan of in and to a part of a tract of land known by the name of Little Bristol, containing Three Hundred and thirty-seven Acres of land more or less, situate in the Trappe district, formerly belonging to Henry Morgan also all the right title and interest of the said Shehan of in and to the following tracts or parts of tracts of land formerly belonging to James Collins situate in the Trappe District viz: part Hatten, part Frankford part St. Michaels and part Flemmings Freshes containing one hundred and fifty four acres of land more or less all seized and will be sold to satisfy the above mentioned writs of Fieri Facias and the interest and cost due and to become due hereon.

JOS. GRAHAM, Shff.
April 16 4t

Sheriff's Sale.

BY virtue of a writ of Venditioni Exponas to me directed against Fiddeman Rolle at the suit of Edward N. Hambleton use of Anthony Smith use of George W. Nabb will be offered at public sale at the Court House door in Easton, on Saturday the 14th day of may next, the Farm near St. Michaels whereon the said Rolle lately resided, to satisfy the balance of Debt, Interest and costs due on the said Venditioni.

EDWARD N. HAMBLETON
former Shff.
April 23rd. td

Farmers' and Planters' Bank of Baltimore.

NOTICE is hereby given, That the Commissioners appointed by a recent act of the Legislature of Maryland to carry into effective operation the above named Institution—will cause books to be opened for subscription to the capital stock of the '*Farmers' and Planters' Bank of Baltimore*,' on Monday the 9th day of May next; and the same will be kept open from day to day, for 10 days—exclusive of Sunday, from 10 o'clock, A. M. until 2 o'clock, P. M. at the Baltimore House, in the city of Baltimore, and at each of the County Towns in the several counties of this State—and at the town of Westminster. Also at the same time in the cities of Boston, New York, Philadelphia, Wilmington, (Del.) Richmond, Norfolk and Charleston.

The charter requires that $5 per share shall be paid at the time of subscribing.

Jos. W. Patterson
Hugh Boyle
James Hooper
William Cooke
Luther J. Cox
John Bradford
Robert D. Burns
Thomas R. Matthews
David Keener
William Thompson
Gallaway Cheston
Wm. E. Mayheu
William Hughlett
John C. Henry
Chas. S. W Dersey
William Furgerson.
Commissioners.

The editor of every newspaper in the Stat of Maryland will publish the above once a week until the 9th day of May, and send the first paper, with the cost marked thereon, *as soon as published*, to the Baltimore American office

April 16 1awt9thm $4 50

COACH, GIG, AND HARNESS

MAKERS.

The undersigned respectfully present their thanks to their friends and the public of Talbot and the adjacent counties, for the many faveurs and flattering support, they continue to receive in their line, and now beg leave to inform them, that they are prepared to furnish

COACHES, BARAUCHES, CHARBUGGIES, CARRYALLS, IOTEES, GIGS, SULKIES,

or any description of Carriage at the shortes notice in the most fashionable and substantial manner, and on the most accommodating terms, they assure those gentlemen and ladies who are so worthy of ease and pleasure that there is no necessity of sending to the cities for handsome and good carriages, as their work will bear comparision and examination with the best city work, and has stood the test of time and criticism; they will also say, that they will use every exertion to merit the unbounded confidence and patronage their work has received from a generous and discerning public nearly all over the Eastern Shore of Maryland.

Having enlarged their establishment considerably, and keeping constantly on hand a Large and complete assortment of

MATERIALS,

with the assistance of the best of workmen they will be thankful to fill all orders. Gentlemen and Ladies at a distance have only to specify the kind of carriage and price and have it brought to their own door free of charge.

All kinds of repairing done at shortest notice, in the best manner, and on the most pleasing terms. Silver Plating of every description done in the establishment, and all kinds of Steel Springs, made and repaired.

They have now on hand, a handsome assortment of carriages, both new and second hand, of various kinds and prices and they solicit an early call from their friends and the public generally.

The publics obedient servants,
ANDERSON & HOPKINS.

They have for sale, a pair of handsome young Horses, well matched, color, blood bay, warranted sound and kind to harness, also a first rate gig horse.

Wanting three apprentices at the above business, of moral habits, from 14 to 16 years of age.

April 16th, tf.

NEW SADDLERY.

WILLIAM W. HIGGINS

HAS just received a new supply of

SADDLRY

which added to the Stock on hand renders his assortment complete.

P. S. Not having having been quite so fortunate as old dame rumour supposed, the subscriber is under the necessity of soliciting payment from those indebted to him either on notes of hand or on open accounts.

march 22 3w

TEACHER WANTED.

THE Trustees of School District No. 3, in Election District No. 4. are desirous of obtaining a competent Teacher. Testimonials of qualifications and character will be required.

Applications to be made to the Subscribers
SYDM. T. RUSSUM, WILLIAM ROSE, EDWARD ROE. } Trustees.
Head of Wye, April 12 tf

NOTICE.

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

JO. GRAHAM, Shff.
april 5 t10m (G.)

PRINTING

Of every description neatly executed at this office: such as

PAMPHLETS, LABELS, SHOWBILLS, HANDBILLS, CARDS, and BLANKS of all kinds.

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