and Other Interest-
ation—Total Tonnage.

The NEWS referred to the bill of the Chesapeake & Delaware Canal Co. last week. For information of our readers the following will be interesting :

The construction of this canal was begun on the 15th of April 1824 by Silas E. Wier, the Chairman of the first Committee of Works, whose zealous and efficient services to the Company terminated with his life on the 14th day of May 1828. He was succeeded by Rob't. M. Lewis under whose active superyision the work was continued and finished.

In its progress through the eastern level large sections of embankment sunk 100 feet below the adjoining surface and the bottom of the excavation rose 40 feet above its natural position. On the deep cut more than 375,000 cubic yards of earth slipped from the regulated slopes of the sides and passed into the chamber of the canal. These and many other difficulties having been overcome, the water was introduced on the 4th of July 1829 and the official accomplishment of this great national work was celebrated on the 17th of October of the same year at which time the navigation was openedt

Length of canal 13¾ miles.
Width at water line 66 feet.
Width at bottom 36 feet.
Depth of water 10 feet.
Depth of excavation at Summit 76½ feet.
Extreme width of section at surface 366 feet.
Excavation from deep cut 3,500,000 cubic yards.
Length of locks 100 feet.
Width of locks 22 feet.
Length of Summit Bridge 247 feet.
Height above bottom of canal 90 feet.
Total cost $2,250,000, of which $450,000 was paid by United States, $100,000 by the State of Pennsylvania, $50,000 by the State of Maryland, $25,000 by the State of Delaware, and the residue by citizens of Pennsylvania, Maryland and Delaware.

Total number of vessels passed through Canal since its opening 708,000 vessels.

Total tonnage of merchandise carried through Canal 46,000,000 tons.

FAVORS PLAN TO BUY CHESAPEAKE CANAL.

House Committee on Railways and Canals Recommends Commission to Examine the Waterway. Scheme is to Make it Accomodate Biggest Ships Afloat.

A dispatch from Washington says :

The House Committee on Railways and Canals decided on Wednesday, to make a favorable report on the joint resolution introduced by Representative Mudd, providing for the creation of a commission to examine the Chesapeake and Delaware Canal and report on the desirability of its purchase by the government and its enlargement, to afford a channel connecting Delaware and Chesapeake Bays which will accommodate the largest vessels afloat.

The commission also is to report on the proposed Sassafras route.

The old Delaware and Chesapeake Ship Canal has been in use since July 4, 1829, when it was opened with elaborate ceremonies. It is fourteen miles long, nine feet deep and twenty-five feet wide, large enough to allow passage of only the smallest coastwise trading vessels.

It is a Short Cut.

The value of this canal was early demonstrated. Vessels can save 260 miles in a journey from Baltimore to Philadelphia, besides avoiding the rough seas which are often found outside of Cape Henlopen and Cape Charles. Passenger and freight travel through the canal has always been measurably large in the summer months.

In the winter the canal has been blocked by ice, but it could be kept open with little difficulty if it were wider and used by large steamers.

The original cost of the canal was $2,225,000, of which the Federal Government furnished one-fifth. The remainder was contributed by the States, Pennsylvania, Delaware and Maryland, and by private capitalists. The government has since owned $750,000 worth of stock, which has never been increased.

Tolls collected from vessells using the canal have paid a liberal interest on the investment from the time the canal was opened. The Ericsson Line alone has six steamers plying between Philadelphia and Baltimore, through the canal, in the summer months, and morning and evening passenger boats are run between the two cities. These steamships are well patronized by passengers, as well as by freight shippers.

To Cost $8,000,000.

Estimates place the cost of widening the canal to 1000 feet and deepening it to thirty feet at about $8,000 000. The expenditure of this comparatively small sum would reduce a 300-mile journey for big craft to fourteen miles, and provide a much safer passage.

As a protective measure in case of war with a naval power, as well as for its commercial advantages, a larger canal would be an excellent thing.

War vessels of the largest type could then pass from Chesapeake Bay into Delaware Bay, and vice versa, and thus be available for the defence of either Philadelphia or Washington.

The canal divides the Delaware Peninsula at its narrowest point, and presents the ideal route for a big ship canal.

...ne M. Hall, 172... ...reet, was married to ... ...s ... McNulty last week at St. Paul's Catholic Church. The ceremony was performed by Rev. Michael F. ...oley, assisted by Revs. Joseph A. Foley and Philip A. Sheridan.

Although Mr. McNulty and his bride had planned a quiet wedding and issued no invitations, the edifice was thronged with members of St. Paul's congregation and friends of the couple. The only attendants were the witnesses—Capt. Thomas J. Kernan and Mr. James B. Guyton. Messrs. Michael E. Brennan, Harry F. Curley and Felix Riley served as ushers. The bride wore a tailor-made gown of gray cloth, with hat and gloves to match. Conspicuous in the congregation was the groom's mother, Mrs. Elizabeth McNulty, who is 90 years old.

Immediately after the ceremony Mr. and Mrs. McNulty left for Philadelphia, where they will remain for several days, going thence to New York. On Monday they will sail on an Old Diminion Line steamer for Norfolk and will spend several days at Old Point Comfort. Then they will go to the Elks' National Home at Bedford, Va., where they will be entertained by the inmates. Mr. McNulty is secretary and treasurer of the board of governors of the home. A Southern tour will follow, and they will visit friends at Chattanooga, Tenn.

Their home will be at 1401 North Caroline street, where Mr. McNulty has lived for years, and upon their return they will give their friends a number of "at homes."

Mr. McNulty, who is a prominent member of the Elks and numerous lodges and beneficial and social organizations, is a liquor merchant. He is well-known in other places, and is a noted singer.

The bride is a handsome brunette and is popnlar in Northeast Baltimore. She is an accomplished pianist, violinist and vocalist, and both she and Mr. McNulty are members of the choir of St. Paul's Church. The couple were the recipients of a number of beautiful presents, among which was a handsome silver service from the Elks.

When Mr. and Mrs. McNulty arrived at the Belleyue-Stratford Hotel, Philadelphia, they were welcomed by a number of Quaker Elks. The large sitting room of the hotel was decorated with flowers, and a large wedding cake, which was given by Mrs. Margaret McNally, of Philadelphia, adorned the table in the middle of the room. The Elks were accompanied by their wives and a pleasant reception was held, after which a collation was served.

CHURCH TIDINGS.

An unanimous call was extended Rev. Dr. T. E. Martindale last Friday by the official Board of Asbury M. E. Church Salisbury, to become the pastor of the church next conference year. It is not known whether or not he will accept, as the board of Elkton church has extended an unanimous call to him to return.

The Bishop, with the Presiding Elders, moreover, has the appointing power, the appointment being made at the annual Conference, to be held at Pocomoke in March. Dr. Martindale was a former pastor of Asbury and Presiding Elder of this district and is very popular in Salisbury.

Hicks' Forecasts For January.

A regular storm period is central on the 14th, extending from the 12th to the 16th. Storms of this period will reach their culminating stage on and touching the 16th. In western sections falling barometer rising temperature will show the coming of these storms by the 12th to 13th, and during the 14th, 15th and 16th they will grow in extent and activity as they pass over the country in daily progress from west to the east. On the 16th and on the 17th, marked storms of rain, sleet and snow will culminate, being crowded closely from the northwest by high barometer and another cold wave. Do not forget that storms, blizzards and cold waves do not drop down all over the continent in a lump, as some wiseacres would seem to demand, but that they travel progressively like vast trains from west to east.

A reactionary storm period is central on and touching the 20th. During the 19th to 21st barometrix depressions and rising temperature will result in general cloudiness, and wide areas of rain and snow, moving, as always, from western to eastern parts of the country, followed by rising barometer and change to colder.

A regular storm period is central on the 25th, reaching the 23rd to the 27th. A sudden rise of temperature at New Moon in winter, is usually followed by rain, quickly turning to snow, rising barometer and change to much colder. Such results generally be expected about Wednesday, Thursday and Friday, the 24th, 25th and 26th. A dash of severe northerly blizzards is not at all improbable at this period.

The Moon crosses the celestial equator on the 29th, coming from the south to north declination. These facts, as a rule, result in change to warmer, and thunder even in mid-winter.

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NOTICE.
The undersigned, a graduate of Washington College and the Law Department of the University of Pennsylvania, class of 1900, announces his removal from Philadelphia to Chestertown, where he will engage in the practice of law, having passed the Maryland State Bar examination.
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We Have the Reputation
of selling the best 10c, 12½, 15c and 25c Stockings uptown. Infants' Woolen Hose, 10c pair, regular 15c Hose.
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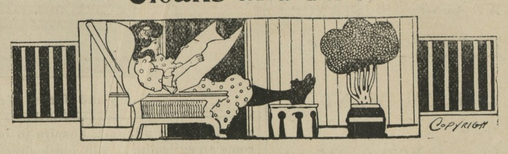
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Were 28c.....Now 22c
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Were 60.....Now 43½c
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