WOMAN.

BY F. W. THOMAS.

How beautiful is woman's life,
When first her suppliant woos and kneels,
And she with young and warm hopes rife,
Believes he deeply feels!

Then day is gladness, and the night
Looks on her with its starry eyes,
As though it gave her all their might
Over men's destinies.

Wrapt watchers of the skiey gleam
Then men are like astronomers,
Who gaze and gladden at the beam
Of that bright eye of hers.

And should a frown obscure its light,
'Tis like a cloud to star-struck men,
Through the long watches of the night,
O! for that beam again!

How heart-struck, that astrologer,
A gazer on the starry zone,
When first he looked in vain for her,
The lovely Pleiad gone.

But men watch not the stars always,
And though the Pleiad way be lost,
Yet still there are a thousand rays
From the surrounding host.

And woman, long before the grave
Closes above her dreamless rest,
May be man's empress and his slave,
And his discarded jest.

Still may that Pleiad shine afar,
But, pleasure-led o'er summer seas,
Who dwells upon a single star
Amid the pleiades?

Man courts the constellations bright,
That beam upon his bounding bark,
Nor thinks upon the left, lone light,
Till all above is dark.

Then, when he knows nor land nor main,
And darkly is his frail bark tost,
He courts the separate star in vain,
And mourns the Pleiad lost.

THE RESCUE.

Mr. Robert Bruce, originally descended from some branch of the Scottish family of that name, was born in humble circumstances, about the close of the last century, at Torbay, in the south of England, and there bred up to a seafaring life.

When about thirty years of age, to wit, in the year 1828, he was first mate of a barque trading between Liverpool and St. Johns, New Brunswick.

On one of her voyages bound westward, being then some five or six weeks out, and having neared the eastern portion of the banks of Newfoundland, the captain and mate had been on deck at noon taking an observation of the sun; after which they both descended to calculate their day's work.

The cabin, a small one, was immediately at the stern of the vessel, and the short stairway descending to it ran athwart-ships. Immediately opposite to this stairway, just beyond a small square landing, was the mate's state-room; and from that landing there were two doors, close to each other, the one opening att into the cabin, the other, fronting the stairway, into the state-room. The desk in the state-room was in the forward part of it, close to the door; so that any one sitting at it and looking over his shoulder could see into the cabin.

The mate, absorbed in his calculations, which did not result as he had expected, varying considerably from the dead reckoning, had not noticed the captain's motions. When he had completed his calculations, he called out, without looking round, "I make our latitude and longitude so and so. Can that be right? How is yours?"

Receiving no reply, he repeated his question, glancing over his shoulder and perceiving, as he thought, the captain busy writing on his slate. Still no answer. Thereupon he rose, and, as he fronted the cabin door, the figure he had mistaken for the captain raised his head and disclosed to the astonished mate the features of an entire stranger.

Bruce was no coward; but, as he met that fixed gaze looking directly at him in grave silence, and became assured that it was no one whom he had ever seen before, it was too much for him; and, instead of stopping to question the seeming intruder, he rushed upon deck in such evident alarm that it instantly attracted the captain's attention.

"Why, Mr. Bruce," said the latter, "what in the world is the matter with you?"

"The matter, sir? Who is that at your desk?"

"No one that I know of."

"But there *is*, sir; there's a stranger there."

"A stranger! Why, man, you must be dreaming. You must have seen the steward there, or the second mate. Who else would venture down without orders?"

"But, sir, he was sitting in your arm-chair, fronting the door, writing on your slate. Then he looked up full in my face; and if ever I saw a man plainly and distinctly in this world, I saw him."

"Him! Whom?"

"God knows, sir; I don't. I saw a man, and a man I had never seen in my life before."

"You must be going crazy, Mr. Bruce. A stranger, and we nearly six weeks out!"

"I know, sir; but then I saw him."

"Go down and see who it is."

Bruce hesitated. "I never was a believer in ghosts," he said; "but if the truth must be told, sir, I'd rather not face it alone."

"Come, come, man. Go down at once, and don't make a fool of yourself before the crew."

"I hope you've always found me willing to do what's reasonable," Bruce replied, changing color; "but if it's all the same to you, sir, I'd rather we should both go down together."

The captain descended the stairs, and the mate followed him. Nobody in the cabin! They examined the state-rooms. Not a soul to be found!

"Well, Mr. Bruce," said the captain, "did not I tell you you had been dreaming?"

"It's all very well to say so, sir; but if I didn't see that man writing on your slate, may I never see my home and family again!"

"Ah! writing on the slate! Then it should be there still." And the captain took it up.

"My God!" he exclaimed, "here's something, sure enough! Is that your writing, Mr. Bruce?"

The mate took the slate, and there, in plain, legible characters, stood the words "STEER TO THE NOR'WEST!"

"Have you been trifling with me, sir?" added the captain, in a stern manner.

"On my word as a man and as a sailor, sir," replied Bruce, "I know no more of this matter than you do. I have told you the exact truth."

The captain sat down at his desk, the slate before him, in deep thought. At last, turning the slate over and passing it to Bruce, he said, "Write down, 'Steer to the nor'west.'"

The mate complied, and the captain, after narrowly comparing the two handwritings, said, "Mr. Bruce, go and tell the second mate to come down here."

He came, and, at the captain's request, he also wrote the same words. So did the steward. So, in succession, did every man of the crew who could write at all. But not one of the various hands resembled, in any degree, the mysterious writing.

When the crew retired the captain sat deep in thought. "Could any one have been stowed away?" at last he said. "The ship must be searched; and if I don't find the fellow, he must be a good hand at hide-and-seek. Order up all hands."

Every nook and corner of the vessel, from stem to stern, was thoroughly searched, and that with all the eagerness of excited curiosity—for the report had gone out that a stranger had shown himself on board; but not a living soul beyond the crew and officers was found.

Returning to the cabin after their fruitless search, "Mr. Bruce," said the captain, "what the devil do you make of all this?"

"Can't tell, sir. I saw the man write; *you* see the writing. There must be something in it."

"Well, it would seem so. We have the wind free, and I have a great mind to keep her away and see what will come of it."

"I surely would, sir, if I were in your place. It's only a few hours lost, at the worst."

"Well, we'll see. Go on deck and give the course nor'west. And, Mr. Bruce," he added, as the mate rose to go, "have a look-out aloft, and let it be a hand you can depend on."

His orders were obeyed. About three o'clock the look-out reported an ice-berg nearly ahead, and, shortly after, what he thought was a vessel of some kind close to it.

As they approached, the captain's glass disclosed the fact that it was a dismantled ship, apparently frozen to the ice, and with a good many human beings on it. Shortly after they hove to, and sent out the boats to the relief of the sufferers.

It proved to be a vessel from Quebec, bound to Liverpool, with passengers on board. She had got entangled in the ice, and finally frozen fast, and had passed several weeks in a most critical situation. She was stove in, her decks swept; in fact, a mere wreck; all her provisions and almost all her water gone. Her crew and passengers had lost all hopes of being saved, and their gratitude for the unexpected rescue was proportionately great.

As one of the men who had been brought away in the third boat that had reached the wreck was ascending the ship's side, the mate, catching a glimpse of his face, started back in consternation. It was the very face he had seen, three or four hours before, looking up at him from the captain's desk.

At first he tried to persuade himself it might be fancy; but the more he examined the man the more sure he became that he was right. Not only the face, but the person and the dress, exactly corresponded.

As soon as the exhausted crew and famished passengers were cared for, and the bark on her course again, the mate called the captain aside.—"It seems that was not a ghost I saw to-day, sir, the man's alive."

"What do you mean? Who's alive?"

"Why, sir, one of the passengers we have just saved is the same man I saw writing on your slate at noon. I would swear to it in a court of justice."

"Upon my word, Mr. Bruce," replied the captain, "this gets more and more singular. Let us go and see this man."

They found him in conversation with the captain of the rescued ship. They both came forward, and expressed, in the warmest terms, their gratitude for deliverance from a horrible fate—slow-coming death by exposure and starvation.

The captain replied that he had but done what he was certain they would have for him under the same circumstances, and asked them both to step down into the cabin. Then, turning to the passenger, he said, "I hope, sir, you will not think I am trifling with you; but I would be much obliged to you if you write a few words on this slate." And he handed him the slate, with that side up on which the mysterious writing was not. "I will do anything you ask," replied the passenger; "but what shall I write?"

"A few words are all I want. Suppose you write, 'Steer to the nor'west.'"

The passenger, evidently puzzled to make out the motive for such a request, complied, however, with a smile. The captain took up the slate and examined it closely; then, stepping aside so as to conceal the slate from the passenger, he turned it over, and gave it to him again with the other side up.

"You say that is your handwriting?" said he.

"I need not say so," rejoined the other, looking at it, "for you saw me write it."

"And this?" said the captain, turning the slate over.

The man looked first at one writing, then at the other, quite confounded. At last—

"What is the meaning of this?" said he. "I only wrote one of these. Who wrote the other?"

"That's more than I can tell you, sir. My mate here says you wrote it, sitting at this desk, at noon today."

The captain of the wreck and the passenger looked at each other, exchanging glances of intelligence and surprise; and the former asked the latter,

"Did you dream that you wrote on this slate?"

"No, sir, not that I remember."

"You speak of dreaming," said the captain of the bark. "What was this gentleman about at noon to-day?"

"Captain," rejoined the other, "the whole thing is most mysterious and extraordinary, and I had intended to speak to you about it as soon as we got a little quiet. This gentleman," (pointing to the passenger,) "being much exhausted, fell into a heavy sleep, or what seemed such, some time before noon. After an hour or more he awoke and said to me, 'Captain, we shall be relieved this very day.'"

"When I asked him what reason he had for saying so, he replied that he had dreamed that he was on board a bark, and that she was coming to our rescue. He described her appearance and rig, and, to our utter astonishment, when your vessel hove in sight, she corresponded exactly to his description of her. We had not put much faith in what he said, yet still we hoped there might be something in it, for drowning men, you know, will catch at straws. As it has turned out, I cannot doubt that it was all arranged, in some incomprehensible way, by an overruling Providence, so that we might be saved. To Him be all thanks for his goodness to us."

"There is not a doubt," rejoined the other captain, "that the writing on the slate, let it have come there as it may, saved all your lives. I was steering at the time considerably south of west, and I altered my course to nor'west, and I had a look out aloft, to see what would come of it. But you say," he added, turning to the passenger, "that you did not dream of writing on a slate."

"No, sir. I have no recollection whatever of doing so. I got the impression that the bark I saw in my dream was coming to rescue us, but how that impression came I cannot tell. There is another very strange thing about it," he added. "Everything here on board seems to me quite familiar; yet I am very sure I never was in your vessel before. It is all a puzzle to me. What did your mate see?"

Thereupon Mr. Bruce related to them all the circumstances above detailed. The conclusion they finally arrived at was, that it was a special interposition of Providence to save them from what seemed a hopeless fate.

The above narrative was communicated to me by Captain J. S Clarke, of the schooner Julia Hallock, who had it directly from Mr. Bruce himself. They sailed together for seventeen months, in the year 1836 and 1837; so that Captain Clarke had the story from the mate about eight years after the occurrence.

He has since lost sight of him, and does not know whether he is yet alive. All he has heard of him since they were shipmates is, that he continued to trade to New Brunswick; that he became the master of the brig Comet, and that she was lost.

I asked Captain Clarke if he knew Bruce well, and what sort of a man he was.

"As truthful and straightforward a man," he replied, "as ever I met in all my life. We were as intimate as brothers; and two men can't be together, shut up for seventeen months in the same ship, without getting to know whether they can trust one another's word or not. He always spoke of the circumstances in terms of reverence, as of an incident that seemed to bring him nearer to God and to another world. I'd stake my life upon it that he told me no lie."

This is certainly a story to delight the believers in spirits.

(*Continued from first page.*)

to the post offices at the commencement and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted for the performance of all other side service—that is, for offices over eighty rods from a station or landing.

Receipts will be required for mail bags conveyed in charge of persons employed by railroad companies. There will also be "way bills" prepared by postmasters, or other agents of the department, to accompany the mails, specifying the number and destination of the several bags. On the principal stage routes, likewise, receipts will be required, and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mail bags.

4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from or deliver it into a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running a coach, car, or a steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the Post Office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *prorata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to mease them conform to connexions with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, in whole or in part, at *pro rata* decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests require the change, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August and November.

10. The distances are given according to the best information; but no increase of pay will be allowed should they be greater than stated, if the points to be supplied be correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll-bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such grounds, can be considered; nor for alleged mistakes or misapprehension as to the duty of special service; nor for bridges destroyed, service discontinued, or other obstructions in running distances occurring during the contract term. Claims established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. A bid received after the last day and hour named, or without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal received in season.

12. Bidders should first propose for service strictly according to the advertisement, and next, if they choose, *separately* for different services, and if the regular bid be the lowest offer, let the alternate service, the other proposals may be considered.

13. There should be but one route bid for in a proposal. Consolidation or combination bids (proposing one bid for two or more routes) are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, the usual post office address,) and those of each member of a firm, where a company of bids, should be distinctly stated.

15. Bidders are required to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless notice and receipt before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons.

General guarantee cannot be admitted.—The bid and guaranty should be signed plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of ———," addressed "Second Assistant Postmaster General, Contract Office," and sent by *mail*, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the 1st day of August, 1860; but the service must be commenced on the 1st July preceding, or on the mail day next after that date, whether the contracts be executed or not. No proposition to transfer will be considered until the contracts are executed and received at the department; and then no transfer will be allowed unless good and sufficient reasons therefor are given, to be determined by the department. In all cases the retiring contractor will be required to become one of the sureties on the new contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 31st of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guaranties for faithful performance to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and will have the preference over all others.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranty and certificate, is the only way to modify a previous bill.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record. No other certificate will be admitted.

J. HOLT,
feb1-6t Postmaster General.

1860.

"It is the duty of every citizen of this Great Republic to foster and encourage native genius and American enterprise."—*Dan'l Webster.*

The "Great Republic" Monthly:

A MAGAZINE devoted entirely to the elevation of American authorship, wholly national, in no wise sectional or sectarian; having for its motto the words of the great statesman: "*No North, no South, no East, no West;*" having nothing to do with politics, aiming only at the highest in Art, Literature and Science, and employing the best writers in every branch, is again before the American public, seeking their support. Among the numerous contributors engaged are the following well-known distinguished authors:

Fitz Green Halleck,	Seba Smith,
Orestes A Brownson,	(Jack Downing)
Geo. P Morris,	J. T. Headley,
Wm. Gillmore Simms,	Geo. D. Prentice,
Park Benjamin,	Alice Carey,
John G. Saxe,	Mrs. Kirkland,
Hannah F. Gould,	Mrs. Oakes Smith,
Calhoun McKenzie,	Phebe Carey,
M. F. Maury,	Mrs. Ellet, &c., &c.

TERMS:

Single copies, - -	$0 25
Subscription, per year, - -	3 00
Clubs, of three or more, each -	2 00

Any one sending a club of FIVE subscribers, with the money, shall receive, by mail, his choice of either of the following magnificent Steel Engravings, viz:

THE LAST SUPPER. Size of plate, 25 by 40 inches. Value, $5.

THE CITY OF THE GREAT KING. Size of plate, 25 by 39 inches. Value, $5.

THE PALACE OF WESTMINSTER. Size of plate, 25 by 39 inches. Value, $5.

SIR WALTER SCOTT'S MONUMENT Size of plate, 25 by 34 inches. Value, $4.

"WE PRAISE THEE, OH LORD"—Size of plate, 21 by 25 inches. Value, $3.

ROBERT BURNS. Size of plate, 21 by 25 inches. Value, $3.

Any one sending a club of TEN subscribers shall receive his choice of any TWO of the above engravings. Any one sending a club of FIFTEEN subscribers shall receive his choice of any ONE of the above engravings. Any one sending a club of TWENTY subscribers shall receive ALL of the above engravings, and a copy of the Magazine for one year, gratis.

This splendid offer will enable every one, by a very trifling exertion, in getting subscribers, to obtain as fine a collection of rare works of art to adorn his parlor, as can be obtained anywhere for Twenty-five Dollars, cash.

Young gentlemen and young ladies, all over the country, are invited to get up clubs upon above terms.

Postmasters, and other respectable persons who may desire to act as Agents, and receive a cash commission instead of the above liberal offer, are authorized to forward us subscribers at the prices before named, deducting twenty per cent. for their trouble. The engravings will be sent in rotation, in the order in which the clubs are sent in.

First Come First Served.

In addition to the above unparalleled offer we now announce that where parties do not form clubs and where their names are not sent in clubs, that single subscribers sending the money set opposite to each of the above Engravings, shall receive by mail the Engraving chosen and one copy of the Magazine for one year.

Some of these engravings are of three times the value of those offered by the old Art Union, and all of them are better and of more intrinsic worth than any engravings ever offered by any "Gift Enterprise" or "Art Association."

"The Last Supper" and "The City of the Great King" should adorn the walls of every clergyman and scholar in the country.

No such offers as these were ever made before—there is no "chance" in the matter, no "lottery," no gift enterprise, no humbug. We call upon clergymen, postmasters, travelers, schools, and all who are interested in the success of American Literature and Art, to avail themselves of these generously liberal offers. In addition to all of the above, any one sending $1 50 extra, shall receive the twelve back numbers of the magazine from January, 1859, forming a perfect set of The "Great Republic" Monthly from its commencement.

All subscriptions invariably in advance, and no deviation from above terms. No further instructions necessary to those forming clubs or to Agents. Give name and Post Office address in full. All sums over $3 should be sent by draft, if convenient. Money by mail, properly authenticated, at our risk. Postage stamps and current bills received at par.

The magazine is for sale by all news dealers in the United States and Canada.

Send in Your Clubs! Send in Your Clubs!!

Specimen copies sent upon the receipt of 25 cents. The engravings will be sent on rollers, prepaid, or by express.

OAKSMITH & CO., Publishers,
oct5 112 & 114 William st., New York.

NEW GOODS
FOR
FALL AND WINTER.

THOMAS W. ANDERSON has just returned from the city of Philadelphia with a large and beautiful assortment of

Staple and Fancy Dry Goods,

to which he invites the attention of the public, and which comprise the latest and richest styles of

LADIES' DRESS GOODS
AND
GENTLEMEN'S WEAR,

with a general variety of

FOREIGN AND DOMESTIC GOODS,

adapted to the season, and calculated to please all tastes.

He has also a splendid lot of **Boots, Shoes, Gaiters, &c.,** the largest ever offered in this market—all of which will be sold at the lowest prices for the CASH.

Cambridge, Oct. 19, 1859.

TAKE NOTICE.

NOTICE is hereby given to all persons who purchased property at the sale of the personal estate of Levin Mobray, dec'd., that their notes are now due and must be paid, otherwise I shall proceed, according to law, to collect them. Further indulgence cannot be given. All persons otherwise indebted to the estate are requested to make immediate payment.

ALFRED J. MOBRAY,
June 24, 1857. Admipistrator.

Cambridge Democrat.

Published every Wednesday Morning

Office opposite Mr. John Bradshaw's Hotel.

TERMS:

SUBSCRIPTION $1 00 per annum in advance, or $1 50 if not paid until one months after date of subscription; and $2 will be charged if payment be not made till end of the year.

ADVERTISEMENTS of One Square will be inserted three times for $1; and for each subsequent insertion 25 cts. One square, three months, $3; six months, $5; one year, $12. Twelve lines or less make a square—Fractions of a square to be charged as a square. Yearly advertisements at the rate of $12 for one third of a column; half column, one year, $15; one column, one year, $25. Six months' or yearly advertisements must be paid for quarterly—other advertisements are collectible as soon as the time of publication expires.

☞ All communications of a private nature and obituary notices charged for at 50 cts per square. Simply marriages and deaths inserted gratis.

THOMAS H. HANDY, Jr.,
EDITOR AND PROPRIETOR.

PIANOS, MELODEONS, AND MUSIC.

The Cash System Adopted—Prices Greatly Reduced.

HORACE WATERS, No. 333 BROADWAY, NEW YORK, agent for the best

BOSTON AND NEW YORK INSTRUMENTS.

The largest assortment of Pianos, Melodeons, Musical Instruments and Musical Merchandise, of all kinds, in the United States.—Pianos from ten different Manufactories, comprising those of every variety of style, from the plain, neat and substantial 6½ octaves, in Walnut or Rosewood Cases, from 150 to $200, to those of the most elegant finish, up to *ONE THOUSAND DOLLARS.* No House in the Union can compete with the above in the number, variety and celebrity of its instruments, nor in the *extremely low prices* at which they are sold.

HORACE WATERS' MODERN IMPROVED PIANOS, with or without Iron Frames, possessing, in their improvements of over-strings and action, a length of scale, power and compass of tone equal to the Grand Piano, united with the beauty and durability of structure of the Square Piano. They are justly pronounced by the Press and by the first Musical Masters to be equal to those of any other manufacturer. They are built of the best and most thoroughly seasoned materials, and guaranteed to stand the action of every climate.

Each instrument guaranteed to give satisfaction, or purchase-money refunded. SECOND-HAND PIANOS, at great bargains, constantly in store; prices from 30 to $140.

HORACE WATERS' MELODEONS, superior instruments in tone, touch and durability of make, (tuned the equal temperament.) Melodeons of all other styles and makes. Prices: $45, $60, $75, $100, $125, $140; double Reeds, $150; double Reeds and two banks of Keys, $200. Less a liberal discount. Clergymen and Churches, an extra discount.

Martin's Guitars, Brown's Harps, Flutes, Flutinas, Accordeons, Violins, and Musical Instruments of all kinds, at lower prices than ever before offered to the public. A large discount to Teachers and Schools. The trade supplied on the most liberal terms.

MUSIC—One of the largest and best selected Catalogues of Music now published, comprising many of the choice and most popular airs of the day, and will be sold at one-third off from the regular prices.

Music sent by mail to all parts of the country, post paid. Particular and personal attention paid to all orders received by mail. Satisfaction guaranteed in every instance. Pianos and Melodeons for rent, and rent allowed on purchase. Pianos and Melodeons for sale on monthly payments. Second-hand Pianos taken in exchange for new. General and select catalogues and schedule of prices forwarded to all parts of the country by mail.

☞ Great inducements offered to Agents, in all parts of the country, to sell the Horace Waters' Pianos, Melodeons and Catalogue of Music. [July 29, 1858.

To the Traveling Public.

The undersigned respectfully informs the public that he has leased the BRICK HOTEL in Easton, known as the

"EASTON HOTEL,"

and opened the same for the accommodation of the public, on the 1st of January, inst.

This Hotel is fitted up in all respects for the comfort and convenience of travelers. The strictest attention will be paid to cleanliness in all departments of the establishment. The HOUSE will be served by honest and attentive servants, and the TABLE supplied with the best products of the market. The BAR will be supplied with the choicest Liquors, Cigars, &c. The STABLES will be particularly attended. Attentive OSTLERS and ample horse feed, bedding, &c. Travelers will be forwarded promptly to any point on the Shore desired by them.

J. Q. A. HADDAWAY,
Jan 20, 1858 tf Proprietor.

"NEWS FROM HOME."

"ENGLISHMEN,"
"SCOTCHMEN,"
"WELSHMEN,"
"PROTESTANT IRISHMEN,"

SUPPORT your own paper, and welcome the

"*NEWS FROM HOME,*"

which is published EVERY THURSDAY, and forwarded, postage free, for

$2.00 - - - -	for one year;
1 00 - - - -	" six months;
50 cents - - - -	" three "

payable always in advance.

Persons getting up clubs are allowed 25 per cent. for their trouble. Postmasters are authorized to act as agents.

TOWNDROW & DAY,
Editors and Proprietors.
March 23, 1859-1y New York.

National Police Gazette.

THIS Great Journal of Crime and Criminals is in its Thirteenth Year, and is widely circulated throughout the country. It contains all the Great Trials, Criminal Cases and appropriate Editorials on the same, together with information on Criminal Matters, not to found in any other newspaper.

☞ Subscriptions $2 per annum; $1 for six months—to be remitted by subscribers, (who should write their names and the Town, County and State where they reside plainly,) to

GEO. W. MATSELL & CO.,
Editors and Proprietors of the National Police Gazette, New York City. [Ap28,1858

T. T. MARTIN. WM. R. MARTIN.

T. T Martin & Brother,

Importers and Dealers in

LIQUORS,

AND

General Commission Merchants,

No. 72 S. CALVERT STREET,

(ONE DOOR FROM PRATT,)

BALTIMORE.

feb23-1y

☞ CARDS neatly printed at this office.

Ca

"L

Volume 15.

The South to the North Se Greeting.

BY SOLON ROBINSON.

Northern brethren, why this hating
Of our Southern brothers here?
Are they bulls that ye are battling,
Till they'll fight the more severe?
What is now your wild ambition—
Would ye see this nation fall?
Do you think that Abolition
Is the wreck on which to call?

Do you think it stands so strongly,
'Twill uphold the Union still?
Do you think, though treated wrongly,
Southern men have not a will?
Do you think to keep possession
Of the slaves the traitors steal?
Or that men will break oppression,
And never draw the avengeful stee

Think not lightly on this crisis;
Rocks, though firm, in time decay;
"Priceless Unions" have their prices,
Constant drooping wears away;
Angry words and agitation
Of a wrong will make no right;
Brightest day of greatest nation
Civil war would turn to night.

Happy years we've lived together,
Like a firm united band,
But a load by single leather
May be more than men will stand;
Better should that plume be given
To the wafting seaward wind,
Than the fairest land but Heaven
Be destroyed by men so blind.

What is gained by agitation,
And the strife of angry words,
If it bring this happy nation
To the clash of bloody swords?
Who shall gain but vile ambition,
That is leading on this strife?
Better'd be will no condition,
Bond or free that breathes in life.

Brothers all may be united,
And support the stripes and stars,
And the faith our fathers plighted,
On the field of war good Mars!
But you must, like brothers willing,
Stop the tongues of wicked knaves
Who the nation now are killing,
In pretence of freeing slaves.

What will nations o'er the ocean
Think of us if we should part?
Parting for the wildest notion
Ever filled the human heart;
Freedom they may well be sighing
O'er the ruin ruling here,
Tyrants then in triumph crying,
Gloat around our Union's bier.

THE YOUNG STEPMOT

BY M. A. R.

Mr. Stuart sat alone in his
He had gone there on his return
the church-yard, whither hi
had beeen carried on that we
April day, and laid to rest be
the willows, and ever since h
sat with his head bowed in his
giving way to his great grief.
denly there came a rap at the
a low but determined rap, yet
not heard inside; another and a
er followed, but as no notice
ken of them, the visitor opene
door. It proved to be Vine
children's colored nurse; and a
perceived her presence still u
ed, she inserted her sturdy ma
figure in the doorway, and add
herself to the inmate of the ro

"Massa Stuart, I say, Mass
art, I tink for yer ought to
down and look arter dose chil
Dere dey'se a sittin' all curled
de winder, an de wind a howl
a moanin', an de sperits an de
a walkin' all round de room"—

"O, Viney, stop for pity's
said Mr. Stuart, roused at last
of all things don't terrify the
your suspicious stories! Poor t
I had almost forgot them; I'll g
bring them up here;" and he
wearily across the room, light
lamp, and went down stairs.

Viney turned to put anothe
of wood on the fire, mutte
"Can't make me b'lieve dere a
ghosts, but I done catched
dat's enuff dis time."

Mr. Stuart soon re-appeare
ing his children by the ha
placing them before the fire,
down his choice books and
for them, caring little if
them all to pieces, so that th
busy. But there came a de
for those little ones, left
without a mother. Alice,
nine years old, could go to
part of every day; but his p
Willie! who would there be
teach him right from wron
would take him in their
soothe him, when day afte
little feet would 'grow t
wandering up and down th
looking for mamma? Who
ready to get him bits of s
toys and picture books,
wanted to be amused?

The prospect was a dr

©Maryland State Archives, msa_sc6044_1_63-0464.jpg