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JOSEPH R. ECCLESTON,] [Editor & Proprietor

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POETRY.

From Arthur's Magazine.

INVOCATION TO THE DEITY.

BY DUDLEY B. TINKER.

Oh God! I humbly, lowly bend
My untaught—trembling knee,
And from thy footstool upward send
My spirit unto thee.

Oh, Father!—Thou art light and love,
And I—a wayward child,
Come, teach me lessens from above,
And make me reconciled.

Omnipotent, and wise, and just,
With tender mercies sure—
Direct my soul to place her trust
In Thee—and rest secure.

In thee alone, a calm repose
Of midnight's holy hour
O'er-shadows every heart that knows
And feels, Thy sovereign power.

Teach me to yield my inmost soul
And every thought to Thee;
That, walking 'neath Thy sweet control
My spirit shall be free.

God of the widow and the weak,
The orphan and oppress;
Peace to their troubled spirits speak,
And guide them to Thy rest.

Oh! guide them where green pastures grow
By softly murmuring rill;
Wipe off their burning tears of wo,
And bid them—"Peace, be still."

I feel, oh Father!—that Thy power
Alone can guide me right;
On Thee I lean at noon-day hour
And through the solemn night.

Oh! guard my goings forth each day
That Thou hast given me here;
Light up my path with wisdom's ray,
And make my footsteps clear.

And when on midnight-couch is flung
My weary, toil-worn frame,
Teach Thou my spirit's stammering tongue
To lisp Thy holy name.

For the Chronicle.

Gossipings Gay and Grave.

BY NESTOR.

MOST KIND READER:—When I undertook to renew our acquaintance by an occasional gossip, I had no conception of awakening so much curiosity in regard to the "*dramatis personæ*" of my sketches as has been evinced in reference to the two characters alluded to in my last article. And I would here take occasion to remark that the two referred to, and those who will be referred to in my future numbers, are only known to myself, and as I shall confide the secret to no one, an application of my remarks to any particular individual must be entirely gratuitous and conjectural. Let me not, therefore, be blamed for the application others may make of my sketches; I design to give offence to no one, nor subject any to the mortification of public exposure and ridicule; "the milk of human kindness" flows too freely in my heart to allow me wantonly to wound the feelings of any, even my worst enemy.

If this sketch should meet the eyes of the fair lady who wrote me a billet a day or two since, in which she expressed the belief that my "experience in love is both varied and extensive," and requested me "to give the younger members of society the benefit of it in my gossipings," she will pardon me for demurring to such a request. My heart is like a close-shut sepulchre—let what is within it moulder and decay—why should I open a charnel-house to spread pestilence around. There was a time when it bounded with joy and gladness—when from its gushing springs there welled up nought but happiness. That period is with the past, and though "pale melancholy" has not folded its shroud around me, and there are about me no external evidences of internal desolation, you must remember, kind reader, that the proud never suffer the world to read "their feelings on their brow," and that underneath the sunniest smile there sometimes lurks the saddest heart. Byron well knew this when he wrote thus:

"The heart may break, yet brokenly live on."

Now, gentle reader, follow me to yon brilliantly lighted saloon, where persons of both sexes and all ages are grouped together. Mark how the individuality of each is betrayed, and the various modes of enjoyment resorted to for the purpose of annihilating time. How differently these parties are now conducted from the plan which was in vogue in "olden time." In the days of our grand-fathers—the time of primitive simplicity—on such occasions the visiters all arranged themselves around the room, and the hostess entered with her clean white homespun apron filled with cakes and handed one to each person present.—About the time the cakes were half-eaten up, i.e, just before the company were seized with the "dry chokes," the good old dame went round the circle again, with a bottle of weak toddy, of which each one took a swallow. The march of civilization and enlightment has banished these old customs from society, and now, silver trays and waiters are used instead of aprons, and wine is substituted for the old "country-brandy" toddy.

Did you observe that young man just in front of the looking glass, where he may occasionally take a glance at his handsome face and smooth locks, how he alternately glances his eye from the three ladies with whom he is talking to his own self-admired person, as though he expected to make a conquest by its symmetry and neatness. Vain youth! when the lapse of years shall have pounded a little wisdom into his head, he will learn that something more than a fine form and the tinsel trappings of dress is necessary to win the heart or secure the respect of an intelligent female. The glance that captivates an honorable mind must be reflected from a noble soal—one that aspires higher than the mere gew-gaws of dress and fashion. Let us walk across the room and feast our eyes upon the beauty of that girl with raven locks and jet-black eyes. Did you ever gaze upon a fairer face—one more perfect in its precision of outline.—Observe the beautifully arched eye-brow—the well-defined chin and expressive mouth. List, some one is speaking to her! Alas, no animation lights up that beautiful face. It is cold and passionless as the marble. The features are regular, and the most tastidious would fail to point out a single defect, but nothing indicative of mind flashes from that mechanically beautiful face, and we shrink back from its cold and repulsive repose—"we start for soul is wanting there."

In close proximity sits a lady whose loneliness would argue her not a favorite with the "sterner sex." But there is something in her pale, intellectual brow—the calm, steady, melancholy gaze of her deep—blue eye—the sincerity with which her whole countenance is stamped that has always caused me to feel a lively interest in her welfare. A keen observer may discern that such occasions are not entirely agreeable to her feelings, yet she tries hard to conquer her repugnance and to minister to the enjoyment of others. She talks but little except to those who evince a sympathetic feeling, and when she is disposed to engage in conversation there are few who can excel her either in the variety of her information or the brilliancy of her ideas and language Every circumstance by which she is surrounded should contribute to her happiness—she has been lapped in luxury—every wish has been gratified, and the wealth and indulgent habits of her parents have enabled her to partake of all the amusements and enjoyments which are within the reach of the most favored—yet with all she is far from being happy. No fear of future privation obtrudes itself upon her—no positive grief has she—yet there are moments when a deep shade of sadness steals over her spirits, which she can neither account for nor remove. It is the sadness which essentially belongs to a rare and gifted genius—a dark shadow which everhangs the sunshine of every heart formed of such fine and sensitive texture as hers—one of the "spirit's mysteries" so beautifully described by Mrs. Hemans. She is deeply loved by one of similar temperament with herself, and although he does not even approximate her *beau ideal* of a man, from force of circumstances she may eventually unite her fate with his. But there is another who loves her with all the ardor and depth of his soul—one far below her in his station in society—a man of genius and destined at some future day, to attain an elevated rank in the scale of intellectual being; one she could love with all the devotion of her nature, and find in him a responsive echo of her own feelings and sentiments. This she will learn when it is too late—after she shall have become the bride of another, but the knowledge will wither and destroy all the freshness of her feelings, and cast a perpetual gloom over her spirits. A dark and melancholy destiny awaits her. No one will know her sorrows—in her own bosom they will be buried, there to rankle upon her life-strings. She will die young, and men will wonder why she died. But you know, gentle reader, there are woes in the human heart too deep for utterance—afflictions which, like the canker concealed in the heart of some fair blossoms, are only known by the untimely decay of their victim.

Behold yon lady with that pale, thoughtful forehead, and eyes dark as death and as full of melancholy. She is indeed beautiful. Over her alabaster neck a cluster of bright curls is playing capriciously—her lips are like two rubies, and on her cheek the rich color of health looks like roses crushed on pearl. Her form is distinguished for its symmetry and elegance, and lying listlessly beside her is a small white hand, with fingers rounded and tapering, like those with which the Venus of the Greeks folds around her timid form the unwilling drapery. Her air is serious and abstracted, and unfolds to the close observer a heart agitated and torn by contending emotions. She has trampled many hearts in the dust, and in the hour of triumph fancied herself secure against the "boy-god's" shafts. But the retribution that awaits the heartless trifler of the soul's best affections has at last overtaken her. She has been loved by one every way worthy of her affection—to him she "plighted her troth," and thinking him no less under her influence than the numerous troop of flatterers that had ever followed in her train, she wounded his sensibilities—destroyed his confidence, and drove him forever from her side. She has discovered too late that her affections were more deeply enlisted than she had at first imagined, and that her own caprice and heartlessness have created an impassible gulf between them. His is a proud, unbending spirit—the angriest blasts of misfortune have not tamed its native sternness and pride, and he would rather the vulture of disappointment should be forever chained in his bosom, than compromise his independence. Her bosom is the seat of conflicting passions. She loves him ardently and has bitterly repeated her folly, yet the pride of woman's heart struggles to conceal these emotions, and prompts her to treat him with cold and dignified reserve. She may struggle for years against this absorbing passion, but its impress can never be eradicated. The stamp that love seals only once upon her life is set, and she will find when long years shall have transpired that the spell is still unbroken. Woman loves but once truly, and she loves forever;

"You may break, you may ruin the vase if you will,
But the scent of the roses will hang round it still."

See how blandly she smiles upon that young gentleman before her—and doubtless flatters herself that her hidden griefs are successfully concealed by her profusion of smiles. Vain delusion!

It is not so—it is not so:
Tho' all may think thee gay;
Within thy heart deep feelings glow,
That know no sunny ray.
Tho' round thy lip may dance a smile,
Upon thy brow gleam joy's bright seal,
But ah! within—within, the while,
No answering gladness feel.

Why is it so—why is it so?
That thou should'st bear a part
In lifes gay pageantry of show,
With false and specious art?
Why should'st thou thus so vainly seek
To conquer memory's host;
A strife too vain for mortals weak,
Too great—too great the cost.

It must be so—it must be so,
Thou need'st some veil to hide
What thou would'st shrink the world to know—
That veil is woman's pride.
Oh! 'tis a bitterness too deep,
To wrestle with a heart,
Where love doth jealous vigils keep,
And pride acts well *his* part.

Reader—should the demand for justice continue to be as limited as it now is, and the supply as abundant, I shall probably ere long impose another sketch upon your attention, which I hope will possess greater attractions than this. It has been said that every lawyer with impudence in his face is sure to have money in his pocket, but I doubt the truth of the axiom, for, with us, those possessing the largest share of the former have the least portion of the latter. But if from a superabundance of leisure I should be deprived of a few of the enjoyments which are purchased by "filthy lucre," I shall be amply compensated for their loss, if I can believe that leisure has contributed to the amusement or instruction of those why may deem these gossippings worth a perusal.

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

To the House of Delegates:—

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

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

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

The Lonaeoning mine has a vien of fourteen feet, is a beautifully planed mine, with a railway to its several chambers, in distance exceeding one mile. At the Lonaconing is also to be found iron ore of superior quality. These works have been erected at a cost of $300,000, and are under the care of Mr. Graham, a scientific gentleman, who has been very successful in his operations.

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

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

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

Judging by the eye of that portion of the work yet to be done, by comparison with that which has been finished, the Committee believe that two-thirds upon the different sections had already been completed. The revised estimate of cost from Dam No. 6 to Cumberland was $4,437,000; the amount expended has been $2,892,000, which, according to the estimate of cost, leaves $1,545,000. The Committee believe that the above sum in current money will be ample to finish the Canal to the town of Cumberland.

The following statement will render it more plain and intelligible:

	Work done.	*To be done.*
From Cumberland to the upper end of the tunnel, a distance of 28 1-2 miles,	$1,387,000	$798,000
From the upper end of the tunnel to Dam No. 6, a distance of 21 1-2 miles	1,505,000	724,500
Total, 50 miles,	$2,892,000	$1,522,500
Additional lock,		22,500
Work to be done,		$1,545,000
Work done,		2,892,000
Total,		$4,434,000

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

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

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

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

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

The distance from Cumberland to tide by the Canal, is 184 1-2 miles—the distance to Dam No. 6 is 48 1-2 miles; the toll and boat duty on each ton of coal from Cumberland down, will be just one dollar; while the toll and boat duty per ton from Dam No. 6, will be seventy three cents. The transportation, therefore, by Canal from Cumberland, instead of from Dam No. 6, will yield an enhanced revenue of a little more than a fourth. Four hundred and twenty thousand tons of coal from Cumberland to tide would yield just $420,000—the amount of interest upon the investment by the State in the Canal; but of this revenue the sum of $107,865 would be yielded by the tolls on the unfinished portion of the Canal from Dam No. 6 to Cumberland. But with the Rail Road as a feeder from that point, it would require a transportation of 586,860 tons to produce the same revenue to the State, which 420,000 tons from Cumberland by the Canal would yield.

The question is not, therefore, whether the Railroad must carry the same amount of tonnage at the same rate of charge as by the Canal—but it must carry upwards of one-fourth more than the Canal would be required to transport, to produce the same amount of revenue to the State. Another view, however, presents itself—that when the whole amount of tonage from Cumberland shall amount to 445,000 tons, the tolls upon the now unfinished portion from Dam No. 6 to Cumberland, will be more than sufficient to pay the interest upon the sum necessary to complete the Canal.

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

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

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

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

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

All which is respectfully submitted.

W. B. CLARKE.

APPENDIX,

Containing the answers of Charles M. Thruston, N. P. Barnes, G. W. Beall, and George Hoblitzell, to certain interrogatories propounded by the committee, appointed by the House of Delegates to visit the line of the Chesapeake and Ohio Canal, and Baltimore and Ohio Rail Road, beyond Dam No. 6, &c.

To CHAS. M. THRUSTON, Esq.

SIR,—The committee appointed by order of the House of Delegates of Maryland, to visit the line of the Chesapeake and Ohio Canal and Rail Road, between Dam No. 6 and Cumberland, respectfully request of you an answer to each of the following interrogatories.

W. B. CLARKE, Chairman.

January 31, 1845.

1. Are you connected with any of the Coal and Iron companies, having capital invested in Allegany county—and in what capacity?

2. Be pleased to state the capital of your company, has it gone into operation, and how long.

3. Has any thing occurred to prevent your company from going into more extended operation.

4. Do you regard the facilities of transportation to market, afforded by the Baltimore and Ohio Rail Road, either to Dam No. 6, or to Baltimore, as sufficient to bring out, and deliver to consumers the products of your mines and ore banks, to the full extent of your means?

5. Would you regard the Chesapeake and Ohio Canal, if completed to Cumberland, as affording you a better avenue to market? If so state your reasons for this belief.

6. How much coal will it be in the power of your company to deliver annually for transportation, upon the Chesapeake and Ohio Canal, provided that work is completed to the town of Cumberland?

7. State whether in your opinion, the Baltimore and Ohio Rail Road can be used as a feeder to the Chesapeake and Ohio Canal at Dam No. 6—transporting for each working day in the year all the coal, which may be delivered at the Depot of the Baltimore and Ohio