Rail Road, destined for the Canal at Dam N. 6.

CUMBERLAND, January 31, 1845.

Hon. W. B. CLARKE,
Chairman of the committee.

SIR,—I have the honor to furnish the following answers to the interrogatories proposed by your committee.

To the 1st. I am connected with the Maryland Mining company as the Superintendent of the affairs of the company.

To the 2nd. The capital of the company is $1,000,000. It has only gone into operation so far as to have been mining and selling about 80,000 bushels of coal, per annum, since 1837.

To the 3d. The company has been prevented from going into operation by the non-completion of the Canal. Since the reduction of the rates on the Baltimore and Ohio Rail Road, the company is disposed to avail itself of that route to market—is now prepared with ample means, and will commence, early in the spring and complete by October next, a rail road from its mines to connect with the Baltimore and Ohio Rail Road and the Canal, whenever the latter shall be finished to Cumberland.

To the 4th. The offer of the Baltimore and Ohio Rail Road to enter into contracts to transport to Baltimore in quantities of not less than 100,000 tons per annum, for a period not less than 5 years, I consider as extended to our company; and therefore sufficient to bring out and deliver the products of the Maryland Mining company to the full extent of the means of the company.

To the 5th. I should consider the Canal, if completed to Cumberland, as affording a better avenue to market—my reasons are these: It would be the cheaper route to a shipping point even under the most favourable circumstances offered by the Baltimore and Ohio Rail Road to companies, competent in their circumstances, to comply with the terms of the proposed contracts. The Canal would be *much* the best route to individual coal dealers who have not the means to enter into contracts with the Rail Road company, and who would, consequently be charged a higher price on the Rail Road than contracting companies. Of the 1,000,000 tons of anthracite coal sent yearly to market, much the greater part is supplied by individuals and not by companies, and so I apprehend it would be here, if the canal were finished.

To the 6th. It would be in the power of our company to send to market by the canal in the first year after its completion to Cumberland 100,000 tons, and to double that quantity in the succeeding year.

To the 7th. I do not doubt that the Rail Road *could* transport to Dam No. 6, a very large amount of coal if they were provided with locomotives and cars. But the objections to that route are such that I do not believe that more coal will ever take that course, than enough to supply the demand along the Canal and in the District—consequently the Rail Road will only act as a *feeder* to a very limited extent. To go more into detail—the injury to the quality of the coal by re-handling and the expense of transhipment at the dam, will effectually prevent that route from being preferred. The coal being in the cars at Cumberland, will be sent on to Baltimore at even more cost in preference to re-handling at the Dam. Such has been the case for the last year, though the facilities for transfer have been as great as they ever will be—coal for District use has gone to Washington, via Baltimore, rather than incur the expense and injury to the coal by re-shipping at the Dam. It might be said that the same objection holds to embarking on the canal at Cumberland, if the canal were finished. But in that case coal dealers could and no doubt would, arrange their business so as to transfer at once, either from their wagons or cars, into their canal boats. This cannot be done at a distance of fifty miles from us.

Very respectfully,
Your obedient servant,
C. M. THRUSTON.

To N. P. BARNES, GUSTAVUS W. BEALL, AND GEORGE HOBLITZELL, Esqs.

GENTLEMEN—You will oblige the committee, appointed by order of the House of Delegates by answering the following interrogatories.

W. B. CLARKE, Chairman.

January 30, 1845.

1. Are you a dealer in coal, and how long have you been so?

2d. Have you transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent? and how are you pleased with the rail road as a carrier of your coal to market? State if you please your experience fully,

3. Would you undertake to deliver, say 15,000 tons at New York city, or any other point on the sea-board by a certain time, the Baltimore and Ohio Rail Road being your carrier. If so, state your reasons fully.

4. Would you undertake to deliver the same quantity at the same point by the canal, if it were finished to Cumberland, or more?

5. Is the coal now transported by the Rail Road to Baltimore injured in any manner and how?

6. Is the coal now sent by the Rail Road to Baltimore carried without interruption, or is it delayed on the way?

7. Are individuals sending coal by the Rail Road and transhipping from that work to the Canal at Dam No. 6, subjected to any inconvenience or disadvantage in carrying on the trade, and if so what is the character of such inconvenience or disadvantage?

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE,
Chairman of the select committee of enquiry.

DEAR SIR,—Your interrogatories dated yesterday, have been received and I answer to your questions as follows:

To your first interrogatory which is as follows: Are you a dealer in coal and how long have you been so? I answer I am, and have been engaged in the coal trade about ten years.

To your second interrogatory. Have you transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent, and how are you pleased with it as a carrier of coal to market? I answer, I have transported some coal from here to Dam No. 6, since the switch has been constructed at Dam No. 6 by the Rail Road company, but the inconveniences were so great that I was glad when I got through with the delivery of a lot of eight or nine thousand bushels, and I would not willingly undertake to transport another lot in the same way.

To your third interrogatory. Whether I would undertake to deliver, say 15,000 tons of coal at New York city or any other point on the sea board, at a certain time by the Baltimore and Ohio Rail Road, as far as Dam No. 6, and thence by the Canal? I answer, I would not undertake to deliver that quantity of coal by that conveyance. I would not be subject to the inconveniences and run the risks for all the profits I could realise, and in addition to all the other difficulties, I have to pay the freight in advance ninety cents per ton, on my coal before I could get my coal started. Whereas, in the Canal I could load my boats, start all together to my point of destination—put my hay, oats and provisions into my boats and thus carry my coal to market, living in my boats until I return—thus enabling me to get my coal to market without paying out one cent of money save the toll, and the toll I would not pay until I had realised something to pay with from the proceeds of my coal. By the Rail Road to Dam No. 6, no man can carry on a trade to any extent unless he can command a considerable capital, and all our coal dealers who could not command capital (and very few of them can command capital sufficient) have been prevented from going on with their business.

To your fourth interrogatory. Asking whether I would undertake to deliver the same quantity at the same point or points by the Canal if it were finished to Cumberland? I answer, I would be very glad of the chance of a contract of that size if the Canal were finished to Cumberland, and would be very willing to contract to deliver five times that quantity at any point on the sea-board. If I had such a contract I would have my own boats—my own horses—a few boys along, with whom I would proceed myself—taking my provisions for myself, my laborers and my horses. I could start my boats whenever it suited me. If any accident took place to detain me I would be at no great expense. I could set my hands to some other employment until I was prepared to start. If on the other hand, I had to keep up a seperate establishment at Dam No. 6, if any accident took place, say a breach of the Canal—accident to my boats, &c., down in that lower region, I would have to maintain them at great expense, which to say the least, would make my business a very precarious one. When I was engaged at Dam No. 6, the boarding at Dam No. 6, was a heavy item.

To your fifth interrogatory. Asking whether the coal transported on the Rail Road to Baltimore is injured in any manner and how? I answer, the coal is here first thrown into the cars—then the shaking on the Rail Road—then the unloading at Dam No. 6 which necessarily breaks all the lumps, and by the time it is got into the boats at Dam No. 6 it is not fit for family use, and can be sold only as *fine* and not as coarse coal. I know nothing of the transportation to Baltimore as I have not engaged in sending coal to that city.

To your sixth interrogatory. I have nothing to say.

To your seventh interrogatory. As follows—"Are individuals sending coal by the Rail Road and transhipping from that work to the Canal at Dam No. 6, subjected to any inconveniences or disadvantage in carrying on the trade, and if so what is the character of such inconvenience and disadvantage?" I answer, they are. I met with so many disadvantages while I was engaged in sending down my coal to Dam No. 6, that I do not mean ever to try it again unless I cannot help myself. In the first place I was compelled to pay my passage to Dam. No. 6, $1,80, to prepare a place to unload my coal. I could only find one place where I could unload and get the coal to the river, for not more than two or three can deliver coal there at the same time under any circumstances. After I had with a good deal of difficulty prepared a place, I had to pay my expenses $1,80 back again to Cumberland—then I had to hire an agent to unload the cars at Dam No. 6. When I got my coal down I had to send down hands and wheelbarrows to wheel the coal to the boats—when I had thus at great expense got my coal in the boats, it was so fine that not a bushel of it commanded the price of coarse coal. At Dam No. 6, the coal is delivered on the Virginia side of the Potomac, the Canal being on the opposite or Maryland side of the river. No coal trade to any amount worthy attention can ever be built up by using the Rail Road to Dam No. 6.

There is another fact which ought to be stated.—The uncertainty of the boats finding coal at Dam No. 6—having to wait for days, for loading creates great confusion. And no man with his business so divided—his boats in the canal—his laborers at Dam No. 6 and his laborers at the mines can ever govern or so regulate his business, with the uncertainty of the transportation on the Rail Road, as to keep his laborers at all points constantly employed.

Respectfully your obedient servant,
N. P. BARNES.

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE, chairman of the select committee of enquiry.

DEAR SIR,—I have before me your interrogatories dated yesterday, and which you have desired me to answer. I have heard the answers of Nathaniel P. Barnes read over, and I can truly say I concur in every statement he has made, and in every opinion he has given, and I am satisfied there is not a coal dealer in our county who would not concur also with Mr. Barnes, for there can be no question of the truth of all his statement. I did make a contract to deliver a quantity of coal in Georgetown, but I found the difficulties so great that I abandoned the contract after sending two car loads of coal to Dam No. 6. The coal sent down by me to Dam No. 6 in the two cars remained unloaded at Dam No. 6 for about three weeks, for the want of an agent at that point, and the Rail Road company refused to let me have any more cars until the two sent were unloaded. If I had sent down an agent, it would have cost me as much as the profits on the two car loads. I therefore abandoned the contract, and my coal sent down in the two cars, is now at Dam No. 6, if some one without my consent has not appropriated it to his own use. My object was to send coal down to Georgetown and get plaster of paris back. I had however to order plaster of paris from Baltimore, for if it had been sent to me from Georgetown to Dam No. 6, I would have been compelled to send down an agent to unload from the boats, and to unload in the cars if I could have obtained a car at that point. The uncertainty of all these things and the trouble and expense attending transhipment at Dam No. 6, renders it out of the question for us to take advantage of the canal at that point for coal or any other article of merchandize. It ought to be mentioned that the height of the car on the road above the level of the water or boat is at least twenty feet, and cost of transporting plaster from the boats to cars is about 37 1-2 cents per ton, a cost which plaster will not bear.

Very respectfully your obedient servant,
G. W. BEALL.

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE,
Chairman of Select Committee of Enquiry:

DEAR SIR,—Your esteemed note of the 30th instant, in behalf of the committee, is at hand, and forth

To your 1st interrogatory, asking me if I am a dealer in coal, and how long, I would say, twenty-five years and upwards.

To your 2nd, asking me if I have transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent, and how I am pleased with it as a carrier of my coal to market, I would say: I *have* transported coal on the Rail Road, but to no considerable amount, owing to inconveniences and difficulties attendant thereto. Those inconveniences are these:—1st. Very often we haul coal to the Rail Road depot for to be sent on the cars, and on application for the cars, I am told, I can get none to-day. This being the case, we have to throw our coal on the ground, and load it up again, at such times as the company can give us cars, at a considerable inconvenience and at an expense we cannot bear. 2nd. As a carrier I am not pleased with it all—in my experience, the Canal is by far preferable.

To your 3rd, asking me if I would undertake to deliver, say, 15,000 tons of coal, at New York or any other point on the sea-board, by a certain time, the Baltimore and Ohio Rail Road being my carrier, I would say: I would by no means engage to deliver any amount of coal within any specific time by the Rail Road, inasmuch as I would have no assurance whether I could rely on getting cars daily, or the number of cars it would take daily to comply with that contract.

To your 4th, asking me if I would engage to deliver the same amount, or more, to the place above mentioned, or any other point, if the Canal was completed to Cumberland, I would say: I most assuredly would, inasmuch as I could load my boats at my pleasure, start at my pleasure, and thus would be certain to fulfil my engagement.

To your 5th, asking me if the coal now transported by the Rail Road to Baltimore is injured in any manner and how, I would say: I cannot inform you whether it is injured or not.

To your 6th, asking me if the coal now sent by the Rail Road to Baltimore is carried without interruption, or is it delayed on the way, I would say: It is interrupted; and they are considerably delayed, as I am informed by my agent. While sending coal not long since, only two cars had arrived in Baltimore, when I had been sending some coal filling two and three cars every day, for six or eight days previous to the departure of the two alluded to. He also informed me, he saw them while passing along the road on his way to Cumberland. My clerk applied for cars while sending this my last contract, and was told none had come up that out of 200 cars, 150 stood along the road and in Baltimore unattended to or unloaded, thus there must have been a delay: and in consequence, I had to throw my coal on the ground, and load it up again, which materially injures the coal, besides subjects me to an additional expense.

To your 7th and last interrogatory, asking me if individuals sending coal by the Rail Road, and transhipping from that work to Dam No, 6, are subjected to any inconvenience or disadvantage in carrying on the trade, I would say: The inconveniences and disadvantages are numerous. I have tried the experiment of sending coal by way of the Rail Road to Dam No. 6, and do not like the plan at all. The first inconvenience is—that we have to employ an agent to take charge of the coal on its arrival, at a heavy expense.—Secondly. I am told, there can but two persons occupy the bins or boxes at Dam No. 6 at the same time, inasmuch as the Rail Road company have made but the two accommodations for to deposite coal; and should there be more persons engaging in the coal trade at the same time through that medium, they would have to throw their coal on the ground, some distance from the river bank, which materially injures our coal, inasmuch as that part of the coal which is lump, through the handling from place to place, becomes fine, and consequently injures its sale when at market; besides, we are at a considerable additional expense of re loading our coal into our boats. Whereas, had we our Canal, we could bring our coal from our coal banks, put it immediately into our boats, and not disturb or handle it until it arrives in market. It is admitted by the Rail Road agents themselves, that coal being handled again and again, is a great injury to its quality, and would not receive it for their use.—Thus, sir, I have endeavored, briefly and candidly, to answer your several interrogatories, as far as my experience has led me.

I am, dear sir, with respect,
Your most ob't., humble servant,
GEORGE HOBLITZELL.

To Mr. STEINER, Agent of the Baltimore and Ohio Rail Road Company, Cumberland:

DEAR SIR,—If agreeable to you, the committee appointed by order of the House of Delegates, respectfully ask a separate answer to each question here enclosed. The committee have no power, by order of the House, to take testimony, but are anxious to collect information relative to transportation upon the Baltimore and Ohio Rail Road, and if consistent, they will be obliged to you for the information asked for.

Very respectfully, your ob't servant,
W. B. CLARKE.

January 30th, 1845.

INTERROGATORIES PROPOUNDED TO DAVID STEINER, Esq.

1. Are you an agent of the Baltimore and Ohio Rail Road company?

2. Is there any difference in the amount of toll to be paid upon merchandize transported upon the Rail Road from Cumberland to Dam No. 6, and from Cumberland to Baltimore? and what is that difference?

3. Have you any agency of your company at Dam No. 6, and do you receive, for transportation, any freight for points upon your road where there is no agent, either of the company or the owner or owners of the merchandize forwarded?

4. How much coal, iron and fire brick have been transported daily by your company for the Mount Savage company, beginning with the 1st day of December, 1844; at what cost per ton was it delivered at the outer depot of the Rail Road at Baltimore city?

5. Has there been any transhipping of agricultural produce, merchandize, or coal, at Dam No. 6, from the Rail Road to the Canal, or from the Canal to the Rail Road? If so, can you state the quantity for three successive months, beginning with any month since the first day of June last?

6. Leaving Cumberland with, say one hundred and seventy-five tons burthen attached to one of your large locomotives, at what time will the train reach the city of Baltimore? Is it necessary to divide the burthen at any point upon the road, by reason of certain heavy grades?

To the above, the committee have received no answer, except the following note:

CUMBERLAND, January 30, 1845.

To W. B. CLARKE, Esq.
Chairman Committee, &c.

DEAR SIR,—Not being in possession, myself, of the requisite information, to answer fully and satisfactorily all the *questions* which accompanied your note to me, of this day, I purpose to transmit them by the passenger train of to morrow, to the superintendent of transportation, in Baltimore, in the hope he will be able to furnish the committee with all the information which it seeks, through them, by the period of its return to the city.

Very respectfully, your ob't servant,
DAVID STEINER, Agent
Balt. & Ohio Rail Road Co.

THE CHRONICLE.

CAMBRIDGE—MD.

SATURDAY MORNING February 22, 1845.

The Orphans' Court of Dorchester County will sit on Monday the 24th instant.

☞ In some of our first impressions of last papers, a typographical errror occurred, in a communication by Dr. Muse, on the culture of Indian Corn, in 9th line from bottom—in place of "*form*" fermenting mass, read "*from*."

THE LEGISLATURE.—Although we have differed from a majority of the Legislature upon some of the revenue laws passed by that body, we cannot withhold our commendation for the spirit and energy with which they have labored, to rescue the State from her fallen condition. We hope and believe that the credit of Maryland will soon be restored to its former sound and healthy condition, and her faded honor regain its wonted lustre. But while we honor and applaud the Legislature for its patriotic and independent course upon the subject of taxation; we are pained at hearing that there is a great probability of the defeat of the Canal Bill. We are pained at this we say, because without its passage, there can be no relief to the people from direct taxation. And those men must bear forever the responsibility, who lend their aid in crushing the energies of the people. It will be a vain and silly reply for members to make, that they were convinced of the utility and propriety of its completion, but that they were afraid of its unpopularity. The people do not pretend to understand the Canal question. They are not sufficiently acquainted with its history and the facts and circumstances connected with it to enable them to determine upon it. All they desire is, that the best means should be adopted to relieve them from their taxes, which are consistent with the credit, honor, and prosperity of the State. They send men to the Legislature who are presumed to have more light upon the subject and who are presumed to have independence enough to do what they believe to be right.—The Bill now before the House is a much better bill than that of last Session, as far as we can judge from the reported speech of Wm. Cost Johnson upon the subject; the Legislature contains much wisdom and talent; the Committee appointed to examine the Canal, &c. composed of gentlemen from different sections of the State, unanimously believed that it should be completed, and argued in their report in favor of its completion, and we understand that an undoubted majority of the House believe that the interests of the people require the bill now before them to become a law, yet it is believed that it will be defeated. If such is the case we had as well send automatons as men endued with wisdom, for what is the use of wisdom, if it produces nought but folly. It would give us great pleasure to lay before our readers the able remarks of the Hon. Wm. Cost Johnson upon this subject, but we received them too late for publication in to-days paper, and in our next they would not be read with the same interest, for in it we shall have to record the fate of the Canal Bill.

TWENTY-EIGHTH CONGRESS—2d Sess.

PROCEEDINGS OF YESTERDAY.

Correspondence of the American.

WASHINGTON, Feb. 18, 1845.

UNITED STATES SENATE.

THE TEXAS DEBATE.

At one o'clock the special order was called for, and Mr. CHOATE took the floor, advocating the motion of the Committee on Foreign Relations to postpone the Joint Resolutions from the House indefinitely, and to lay all the other bills upon the table.

Mr. C. discussed the question with the peculiar gravity and solemnity for which he is so distinguished. He denied that those who opposed annexation were fanatics or abolitionists. They were, upon the contrary, "Unionists," "Constitutionalists," men who believed there was no power to do what was attempted, and who loved the Union as it was, rather than that extension of it which was to endanger the Union forever. Nor was Texas necessary to us as had been stated. It was neither necessary to the peace of the Union or to its protection in case of danger from abroad. It was no more necessary to us than Canada, which was also upon our borders,—in truth no more necessary to us than the Canary Islands or the Cape de Verds.

France lived harmoniously within a cannon shot of England. Austria and Russia were near together and did not quarrel. All European nations were those of neighborhood, and there were no difficulties in consequence that warranted us to apprehend any difficulties from having a friendly republic on our border. It would be singular indeed if such a power as Texas could not harmoniously agree with us, and be rather a friendly than a rival power.

The Constitutional power was discussed and illustrated at length. A great deal of contemporary history was brought to bear upon the clause of the Constitution which is claimed as auth rity for admitting new States into the Union. Mr. Choate desired that the whole clause should be read, that the history should be brought to bear upon the subject,—the meaning of the framers of the Constitution and the writer of the clause in question. If all these tests were applied it would come home to the conviction of every candid and intelligent mind that the power to admit new States had reference only to territory in and of the Union. Maine was a part of Massachusetts when the Constitution was adopted. Vermont was a part of New Hampshire and New York.

There was a brood of States in embryo in the North Western territory, and it was in reference to these that the power to admit new States into the Union was given. The burden of proof that foreign States could be admitted into the Union rested with the other side, and there had been no shadow of evidence given, either hist rical, political or other, that the framers of the Constitution meant that there was power to admit new States by Congress. Gentlemen were compelled to admit that the clause in question did refer to what was then the territory of the U. States, and they must torture the Constitution into what it did not mean, if they asked more. The debates upon the Constitution were quoted to show that his views were those of the framers of the Constitution.

Opinions were freely quoted to show that the commentators upon the Constitution entertained the opinion that he had advanced. As soon as the Constitution was adopted jealousy began to exist in regard to the growth of the different sections of the country.—There were jealousies against the admission of Vermont in the South, and a desire that Southern States should grow up as fast as those in the East. All of these objections had a sole reference to the territory as it was in the Union, and not to a foreign State like Texas. Jealousies between the South and North, the Western and Atlantic States were quite as sharp then as they are now. It would have been deemed a gross infraction of the Constitution in the early history of the Government to attempt what was now thought can be done. In regard to Canada there was a standing provision unanimously adopted that they should come into the Union, but for all other colonies a vote of two-thirds were deemed necessary, and the only manner in which it could be done at all was by treaty and not by a mere act of Congress as was attempted in the act submitted for the consideration of the Senate. The argument of the Senators from Va. and Ky. (Mr. Rives and Mr. Morehead) were unanswerable.

Mr. Choate addressed himself in reply to Mr. Woodbury in consequence of his assault upon Massachusetts.

The Senate adjourned on motion of Mr. Henderson.

An India Rubber Manufactory is now in operation at Pittsburgh, at which ladies shoes, of various patterns, and overshoes of superior neatness and lightness, are made without a stitch. Mr. MORGAN, the proprietor of the establishment, also manufactures all kinds of gum elastic articles, such as life preservers, pillows, coach cloths, &c.

Communications.

For the Chronicle.

A SKETCH.

He was seated at a window gazing abstractedly on the soft moonlight, that slept on the green sward without. The balmy zephyrs as they swept by seemed to sympathize with the invalid, and with their shadowy wings just raised the graceful curls that floated over his manly brow. It was the silent hour of midnight, and all save himself had retired to seek the "honey dew of slumber." But from his window gleamed a solitary taper, and he seemed likely to outwatch the stars. We have said, he was gazing in melancholy abstraction. Yes, upon his brow a fine line of care was visible—his cheek was of an ashen paleness—and a slight quiver of the lip betold the agony that wrung his heart. He was once the gayest amid the gay—the head and front of revelry—the very incarnation of the many festivities with which the village of C——— abounded. But how changed—how altered was that once light hearted man! He had fled from society—and lived in the midst of the *multitude alone*. His walks were solitary, and amid scenes which nature had created, as if to impress man with its wildness, and terrific grandeur! He once had friends—but no one dared *now*, even to intrude their sympathies upon him.

Gradually the moonbeams paled, before the orient orb of day, and were finally lost in the quickening light. Still that lone, and dark man sat musing at his window. In a few moments a servant entered, and handed him a piece of paper. He stared for a moment at it, and his countenance lighted up as by magic. A beam crossed it, like the ray of hope, that gilds the path of the benighted traveller, when he views in the distance the shadow, of some friendly roof. He hastily opened the paper and read, as follows:—

V———, February——, 1840.

Dear R——,

Circumstances beyond my control, prevented me from answering your letter at an earlier period, and much as I regret this occurrence, that regret is considerably alleviated by the thought that you are too devoted to attribute it to cold neglect. Your letter surprising me of your attachment, has received from me that consideration which its importance merits; and after bestowing upon it all the reflection I am capable of, I have formed a conclusion which will not be less startling to yourself, than it is unpleasant to me. You are aware that true happiness alone springs from mutual affection, unprofaned by any sordid desire. I therefore cannot consent to sacrifice my terrestrial bliss by forming an alliance, which is in every respect unsuited, and which you should yourself repudiate. My objection is a single one, and I will not trouble you with it, but it is one beyond my control, or it should be removed. I still entertain a high respect for your character, and may be allowed to express the hope that this trivial circumstance may not interrupt the usual intercourse between friends.

Yours,
M———

After reading the note he sunk back insensible in his chair. There he lay for hours in a state of unconsciousness—the damp drops of sorrow standing upon his brow, and his breast heaving convulsively. After he had recovered, he summoned strength to pen the following lines—

C———, March——, 1840.

Bright being of my heart,

Fate, and yourself have decreed that my path through life should be sprinkled with the rudest thorns. I have lived but to cherish the thought that I could one day call you, mine; but the star of hope has set in eternal night, and veiled forever from my sight is its alluring light. The State of my health warns me that I soon shall sleep that dreamless slumber, that knows no wakening here: but before I am gathered home to my fathers, I fondly hope that I may enjoy the gratification of beholding you once more, that death may be robbed of the horrors of prostrating me without a last fond look at her whom I have loved, as man never loved before. If I am denied this pleasure—be it so: but if you should ever visit the church yard in which I rest I pray you to drop over my grave one tear of sympathy—should your footpall ever print the verdant grass that springs above my grave, you will kindly remember that on a heart which will there be cold as the clod, your name was engraven, and that its last ebbing pulsations were mingled with aspirations for your happiness—

Adieu, and sometimes think of
R———

A few days after the event above alluded too, I was pensively strolling along the narrow lane, that leads to the grave yard of the P. E. Church in C———. A funeral train approached me, and I stopped to enquire the name of the deceased. I was informed that it was R——, whom I had known but two months before in the freshness of health, and the vigour of youth. The sable bier, with its mournful trappings, was lowered into the charnel house—the sound of the returning clod was heard upon the coffin—and humanity was incorporated with the dust.

A plain marble slab, around which the wild flowers bloom, marks the resting place of all that is earthly of this once happy youth. The circumstances which brought him so early to the grave, should warn the careless young, that love is sometimes fatal; and that the poison of its shaft too unfrequently consigns its victim to a premature grave. Peace to his ashes!—May guardian angels keep vigils over his tomb, and protect his remains from the intrusions of the unfeeling! She for whom he died, still lives, and her frequent moods of melancholly, attest plainly that she still cherishes a kindly recollection of her hapless R——.

* * *

THE TEN LEPE

ere m[illegible] him ten men that were
afar off: And they lifted up the
Jesus, Master, have mercy on us.

ld, in the desert, the plague stricke
n forth from the dwellings and pres
men that are lepers" Oh! Hark to
ey flee to the desert, it may be to

for the leper, who dwelleth apart
out from his home and the friends
for the leper! All shrink from his s
those, whom to save, he would gl

decree of the Priest is relentless an
er again to his house may the leper
ere he departs to his barren retreat
is bound at the altar this oath to rep

ure infection now dwells in my breat
touch is pollution, my contact is de
d tho' thirst, burning thirst should
swear,
drink of no stream to which trav'le

gather no fruit that may hang o'er
o driv'n by fasting to famine and de
ho' fainting with heat and fatigue, to
the shade of no tree by the highway

d ever and always where e'er I am a
ory as a warning—Unclean! Oh
en cover my head with my garment
est some one in passing should touch

d now the poor lepers, are standing
w'd down by affliction and anguish
hen the shouts of a multitude gladly
claiming that "Jesus of Naz'reth"

how this unhappy and plague stri
joice to learn that a friend is at hand
d see! He approaches—they call on
esus, Master, have mercy," the lepe

ain is the pow'r of Jesus reveald—
e sees them—he speaks and the suppl
r lo! at his mandate, so gracious and
eir flesh is restor'd like the flesh of a

hat words may describe the emotion
the hearts of these lepers as home
et none, save the grateful Samaritan,
heir praises and thanks to the hand

ut he when he finds he is cleans'd on
ails not "with loud voice to glorify G
nd to Jesus returning falls down at
gain his thanksgiving and praise to r

hen answer'd the Saviour, in accents
Ten men were recover'd, but where
Lo! none of the ten to whom mercy
Are found to give thanks, save this s

nd thus is it still, when afflictions be
e loudly on "Jesus of Nazareth" ca
ut when he is pleas'd the distress to
ow often we fail to remember his lov

hen grant us, oh Jesus! thy goodne
est we, like "the nine," prove unmin
h teach us in troubles to bow to the
nd ever, for mercies, to glorify God.

Oambridge, Maryland,
February 16th, 1845.

HEALTH AND ITS ATTEN

ings can only be secured by a pr
to the symptoms of disease as th
which, if left unattended to, result
al consequences. How often is it
a neglected cough terminates in
when a few of Sherman's Cough L
in time, would have prevented th
worms, too, those destroyers of the
tion, are permitted to pursue their
a box of Sherman's Worm Lozenge
banished them entirely, and render
hearty and happy. And how freq
many around us bowed down un
headache, or hear them complaining
or palpitation, when if they only k
Sherman's Camphor Lozenges wou
they would suffer no more. Dr. S
edies are no humbug, nor is there
about them. Try them and you w
They may be had at his warehous
street, N. Y.

Sold in Cambridge by White &
Marshall & Eunick, and by agents pu
ther part of our paper.

MARRIED,

By the Rev. R. E. Kemp on Tu
Inst., Mr. WILLIAM H. LEWIS to
PAUL.

By the same on Thursday the 20th
LEWIS to Miss JULIA ANN PAUL; all

RELIGIOUS NOTIC

Providence permitting, there will be
Methodist Protestant Chapel on next Su
in the morning. Services to commence at
clock. The public are respectfully invite

BALTIMORE PRICES C

Fe

FLOUR—Howard Street,
City Mills,
WHEAT—Prime White,
Prime Red,
CORN—White,
Yellow,
OATS,
RYE
BEESWAX,

Stray Cat

CAME to my farm Sandy Hill,
of October last the following
1 red heifer—white back and b
and two slits in each ear.
1 white do. with red spots, one
slits in the right ear—underbit in
1 red heifer without mark. Th
in good order, and the owner or
are requested to come forward,
pay charges, and take them awa
be butchered.

Feb. 22, 1845. 3w JNO. T

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