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TERMS.

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The Easton Gazette.

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ADVERTISEMENTS,

Of one square (10 lines,) inserted ONE OF THREE TIMES for ONE DOLLAR and TWENTY-FIVE cents for each subsequent insertion. Longer ones in proportion. A liberal deduction to yearly advertisers. Advertisements not marked the number of insertions desired, will be continued until forbid, and charged accordingly.

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THE CODE OF LAWS

For the State of Maryland.

THE subscriber has been appointed sole agent for Talbot county, to furnish the code of Laws for Maryland. The distinguished Codifiers, whose labors have been ratified by an Act of the recent Legislature, have comprised in full detail, in two volumes, all the public and local laws, now in force in this State, and, of course, bearing on every department of business, and every interest of society. Into this comprehensive space, the Code, (*whose provisions are brought down to the close of the session of* 1860,) *collects and digests the entire Legislation of Maryland from the provincial period to the present day;*—with an elaborate index to each article and section, prepared by Henry C. Mackall, Esq.,—careful and minute in its classification of subjects, the reader, no matter how unfamiliar with the science of law, may easily examine the enactments on any question referring to his *Property*, his *Rights*, or his *Liberties* as a *Citizen*.

It is not urged that the ownership of these volumes will "make every man his own lawyer,"—for few things are more dangerous than to define or assert our legal rights in cases of doubt or intricacy, without the assistance of Counsel; yet, in the concerns of all business men there are numerous questions, constantly occurring, which may be at once satisfactorily solved by reference to this book. One such reference may refund its price in the saving of a single fee.

With the view of enabling every citizen to possess a copy of this valuable work, the preparation of which has cost the State upwards of $50,000, the Publishers have affixed the price at about one-half the usual charge for Law books, relying with confidence on the intelligence of the citizens of Maryland for a liberal encouragement.

The Maryland Code, will be published in 2 volumes octavo, with clear new type, on fine paper, bound in Law sheep. Each volume will comprise about 900 pages, and will be furnished to subscribers at $6 for the complete work. Interleaved copies, for the use of Members of the Bar, and others, $10.

The work will be ready about the 1st of July, and will be furnished to subscribers in the order in which their names are received.

☞ As the Edition will be limited, to secure copies, orders should be sent at once to

CHARLES ROBINSON,
Sole Agent for Talbot County.
june 23

PROCLIVIORA

THE NEW YORK MERCURY.

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THE MERCURY is by far the largest, handsomest, and cheapest literary Journal in the world—containing as much of the most brilliant, entertaining, instructive, and amusing reading-matter in each of its weekly issues as *would suffice to make a 12mo book of 250 pages!* It has the largest and most extensively-organized corps of famous contributors ever drawn to the focus of any one publication.

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THE MERCURY is the peculiar glory of every respectable fireside, and a fountain of intellectual pleasure, on account of the pure and moral tone of its Tales and Sketches. Not a word or a sentiment is allowed to appear in it that would prove distasteful to the fastidious moralist, or wound the feelings of any class of readers.

The Mercury has the following *specialties*, which are original with it, and render it far superior to any other Family Paper in existence. There is the inimitable Gossipers' Club, with its piquant, spicy, racy, and side-splitting bits of humor, oddity, burlesque, and wit, contributed by some of the first humorists, lawyers, editors and wits of the country, and eagerly copied by the Press from one end of the Union to the other; the Ladies' Promenade; the Dramatic and Musical Department; the Sketches of the famous Epicurean poet and finished scholar, "J. B.;" the Floral Department; and other novel features—to which new and still more brilliant ones will be added during the year.

The New York Mercury is sold by all newsmen and periodical dealers in America. To subscribers it is regularly mailed every Saturday morning for $2 a year; three copies for $5; eight copies for $12, with an extra copy free to the getter-up of the club. Six months' subscriptions received. *Always write plainly the name of your Post-office, county and State.* We take the notes of all specie-paying banks at par. Payment must invariably be made in advance.

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46 and 48 Ann street, New York City.

"THE LADIE'S FAVORITE"—just received per steamboat on Tuesday another large supply of *Willoughby's patent self sealing Jars* or "*the Ladie's favorite*," the most simple and convenient jar for putting up *fruit* of all kinds ever introduced—*glass*, and in *pints* and *quarts*, also a large supply of *Tomattoe Jars* with stoppers to fit—in stone—quarts.
june 23 J. H. GRACE.

CAMPBELL'S PURE ESSENCE OF JAMAICA GINGER, is a fine stimulant cordial and carminitive, in nervous and sick Headache, Dyspepsia, Cramp, Cholera Morbus, Cholera, &c., and will be found most agreeable to the stomach and palatable to the taste—and affording at the same time almost in all cases immediate relief—prepared at the Drug and Chemical store of
june 23 CAMPBELL & GOLDSBOROUGH.

HARVEST! HARVEST!!—as it is near we have on hand such articles generally in want, in Hats, Shoes and Brogans, for men and boys, Rice, Molasses, Sugar, Coffee, common Plates, Knives and Forks, Bowls, Cups, Mugs, &c., &c., can be had cheap at
june 23 E. T. BENSON'S.

COUNTRY LARD AND HAMS—We have just received a splendid lot of country Lard, also country Hams of medium size which we are selling at a small advance for cash.
june 23 A. DODD & SON.

SCHENK'S PULMONIC SYRUP—Schenk's Seaweed Tonic, just received by
June 9 CAMPBELL & GOLDSBOROUGH.

[From the German of Uhland.]

THE LAND OF REST.

There is a land where beauty will not fade,
Nor sorrow dim the eye;
Where true hearts will not sink nor be dismayed,
And love will never die.
Tell me, I fain would go,
For I am burdened with a heavy woe;
The beautiful have left me all alone;
The true, the tender from my path have gone,
And I am weak and fainting with dispair;
Where is it? Tell me, where?

Friend, thou must trust to him who trod before
The lonely path of life;
Must bear in meekness, as He meekly bore,
Sorrow, and toil, and strife.
Think how the Son of God
These thorny paths has trod;
Think how He longed to go,
Yet tarried out for thee, the appointed woe.

Think of his loneliness in places dim,
When no man comforted nor cared for Him;
Think how He prayed, unaided and alone,
In that dread agony, "Thy will be done!"
Friend, do not thou despair,
Christ, in His heaven of heavens, will hear
thy prayer.

Origin and Introduction of Railroads into America.

As railroads have become a necessity to the civilized world, the following extracts from an account published by William Prescott Smith, of their introduction into America, and of a celebration on the completion of the Baltimore and Ohio railroad may be interesting to the readers of the Gazette.

"The Baltimore and Ohio railroad company was duly organized in April, 1827, when Philip E. Thomas was chosen President, and George Brown Treasurer."

In looking for the origin of this company and its enterprise, we are carried back as far as 1826. At about this period, attention was aroused in Baltimore to the fact, that the public works of Pennsylvania, and the Erie Canal of New York, had diverted from Baltimore a large portion of the trade she had built up with the West. It is a well known fact, that long before the steamboat ploughed its wake across Lake Erie, or even a stage route existed between Buffalo and the Ohio or Mississippi valleys, emigration and traffic had marked a path across the mountains, from Philadelphia and Baltimore, to Cincinnati and beyond. To Baltimore, especially, this trade became an important element of prosperity and wealth. "In 1826, Philip E. Thomas, an intelligent Quaker philanthropist, President of the Mechanics' Bank of Baltimore, and George Brown, a Director in the same institution, took up the subject for careful consideration." "The bold creative enterprise of these gentlemen will be the more appreciated when it is remembered that, previous to this time, no railroad had been constructed in Europe or America, for the conveyance of passengers, produce, or merchandize between distant points. A few railroads had been constructed in England for local purposes, such as the transportation of coal, iron, and other heavy articles from the mines or places of production to navigable waters, but for general purposes of travel and trade they were still an untried experiment, and so crude was public information on the subject, that the question had not been settled whether stationary steam engines or horses would be preferable as the motive power." "Messrs. Thomas & Brown having collected and carefully studied over valuable information in regard to railroad enterprises in England, obtained through friends then resident abroad, became fully convinced that the future commercial prosperity of Baltimore depended on the early completion of a railroad, which they foresaw could be constructed to connect that city with the western waters. They accordingly invited about twenty-five of the most influential merchants of Baltimore, with some other citizens, to meet, to take into consideration the best means of restoring to the city of Baltimore that portion of the Western trade which has lately been diverted from it by the introduction of steam navigation and by other causes."

"The meeting assembled in February, 1827, and was well attended by influential capitalists. Messrs. Thomas & Brown laid before the gentlemen present, intelligent statements of their researches on the subject of railroads, with facts and figures to establish their superiority over any other mode of conveyance." A committee was appointed "to examine these statements, together with such other facts and experimental data as they might be able to collect, with instructions to report their opinions thereon, and recommend such course as they might deem proper to be pursued."

"The meeting adjourned to meet again the 19th of the same month, when a report, comprising thirty-four closely printed pages, was presented by Philip E. Thomas, the chairman of the committee. It was an able document, which to-day, in view of the wonderful fulfillment of its confident anticipations, may be looked upon almost in the light of prophecy. In honor of the far-reaching sagacity and practical wisdom of its author, and his co-founder of the great work it initiated, we give an extract or two." "Railroads had, upon a limited scale, been used in several places in England and Wales for a number of years, and had, in every instance, been found fully to answer the purposes required, as far as the experiment had been made. The idea of applying them upon a more extended scale, appears, however, only recently to have been suggested in that country; but notwithstanding so little time has elapsed since the attempt was first made, yet we find that so decided have been their advantages over turnpike roads, and even over canals, that already two thousand miles of them are actually completed or in a train of rapid progress, in Great Britain, and that the experiment of their construction has not in one case failed, nor has there been one instance in which they have not fully answered the most sanguine expectations of their projectors." Among the various facts the report detailed, it is stated that, "There are a great variety of articles, the product of the country west of the Allegany Mountains, which are now of little value in those countries, on account of the heavy expenses unavoidably incurred in the transportation of them to a port whence they could be shipped to a foreign market. With the facilities afforded by this road, many of these articles could not only bear a transportation to Baltimore, but while they would furnish a constant and increasing supply of freight upon the proposed road, they would become a source of great wealth to the people of the West." To illustrate the truth of this assertion, it will only be necessary to refer to the single article of breadstuff. A barrel of flour, for instance, which would now command five dollars in Baltimore, would not, as an article of export to market, be worth at Wheeling, on the Ohio River, more than one dollar; the cost of its transportation from that place by the present means of conveyance being four dollars. Whereas, upon the proposed railroad, the whole expense of transportation from the Ohio River to Baltimore, being estimated to be only at the rate of ten dollars per ton, the cost of carriage upon a barrel of flour would be only one dollar; thus at once would its value, as an article of export, be enhanced in Ohio from one dollar to four dollars per barrel." These and many other facts induced the committee to recommend, "That measures be taken to construct 'a double railroad' between the city of Baltimore and some suitable point upon the Ohio River, by the most eligible route, and that a charter to incorporate a company to execute this work be obtained as early as practicable."

"The report was unanimously adopted," and among other resolutions, it was "Resolved, that the capital stock of said company shall be five millions of dollars." The project was received with general favor throughout the city and State, and an application to the Legislature of Maryland for a charter was drawn up by J. V. L. McMahon, Esq., and through his indefatigable exertions it was properly obtained. It was the first railroad charter obtained in the United States, and is a rare document, indicating its author's remarkable perception and appreciation, at that early period, of the powers that would be required by such a corporation." "The proposed amount of stock having been speedily taken, the company was duly organized on the 24th of April, 1827," and a Board of Directors elected, by whom a President and Treasurer were chosen, as already stated.

"Soon after the charter was obtained, Mr. McMahon, as chairman of the Committee on Internal Improvement, submitted to the Legislature an able and convincing report in behalf of the road, as the means of securing to Baltimore the trade of the West, accompanied by a bill which, mainly through his efforts, was passed at the session of 1828, authorizing the State of Maryland to subscribe $500,000 to the stock of the Baltimore and Ohio Railroad Company,—the first legislative aid ever afforded to a railroad corporation in the United States. During the entire legislative career of McMahon, he stood by the company, its firm and fast friend, introducing many of the subsequent acts passed amendatory of the charter, and increasing its power; and he now looks upon the completion of the great enterprise with the abundant pride and gratification felt by all who aided the company in its early trials and struggles." Soon after the necessary surveys and a route fixed upon, "a conflict arose with the Chesapeake and Ohio Canal Company," which subsequent experience proved to be a barrier as difficult to overcome as the ridges of the Alleganies."

"The construction of the road was commenced on the Fourth of July, 1828. The first stone was laid by the venerable Charles Carrol, of Carrollton," one of the Board of Directors, then over ninety years of age, on the south-western line of the city. After he had performed this service, addressing himself to one of his friends he said, "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it be second to that." To the end of his life he continued the firm unwavering friend of the work, ready at all times, upon every emergency, to sustain it."

"On the first of October, 1828, twenty months after the first public movement was made in Baltimore for the formation of a Company, President Thomas reported to the stockholders that the contractors had all commenced their labors." "During the year 1828, by further subscriptions, the "entire capital now reached $1,000,000."—"An application made to Congress for an appropriation to aid the work," having failed, the President and several of the Directors advanced $200,000 to meet an extraordinary expense, beyond the estimates of the engineer, (required for the great cut of seventy-eight feet depth, extending one thousand three hundred yards, encountered a few miles from the city,) which at first threatened a suspension of the progress of the work. The construction of a railroad being an untried experiment, they of course had many difficulties to encounter; but the energy of President Thomas and his board of Directors inspired all with confidence, and the enterprise continued to meet with general favor from all classes of their fellow citizens." During the fall of 1829, the laying of rails was commenced upon the division of the road within the city of Baltimore.—The first rails were upon wooden sleepers at the eastern end of Mount Clare premises, near the intersection with Poppleton street, which was not then laid out." In order to obtain the benefits of whatever knowledge and experience works of a similar nature in progress in England might afford, the Board had previously sent to Liverpool a deputation, "who minutely examined every railroad of consequence in the United Kingdom. The information they derived was actively and usefully employed in aid of the work, especially in preparing the track, which progressed rapidly and satisfactorily." The first division of the road was opened for the transportation of passengers on the 22d of May, 1830, being but a little more than eighteen months from the commencement of the work upon it; but the preparation of the necessary cars was not effected until the early part of June following, from which time the traveling on this division, extending to Ellicott's Mills, continued constant and uninterrupted, horse and mule power being used for drawing the cars. Locomotives at this period were in their infancy, and until the opening of the Liverpool and Manchester railroads during this same year, the utmost speed in travel obtained by locomotives did not exceed six miles an hour. During the first few months after the road was opened, the people of Baltimore continued to throng the depot, to try this novel mode of travel; and Ellicott's Mills became as familiar to them as if within the corporate limits of the city. The number of cars was, however, very limited, and but one track was completed, notwithstanding which, the receipts up to the first of October, four months from the time of putting the cars on, amounted to $20,012 36. The merchandize and produce offered was ten times more than could be conveyed with all the means of transportation in possession of the company.

There being no settled mode of propulsion fixed upon for travel on railroads, during the first year of the opening of the road, Evan Thomas, "brother of the President," had constructed, as an experiment, a car with sails, which he called "the Eolus," which attracted much attention.

The Baltimore and Ohio railroad, being the first in operation in the country, and almost in the world, for the transportation of passengers and merchandise, of course attracted visitors from almost every section of the United States, as well as from parts of Europe. Among these, as detailed in a letter from Evan Thomas to George Brown, was Baron Krudener, Envoy from the Emperor of Russia, who made an excursion in the sailing car, managing the sail himself. On his return from the excursion he declared that he had never before travelled so agreeably, and remarked that he "would send his suit from Washington to enjoy sailing on the railroad."—The President of the company caused a model sailing car to be constructed, fitted with Wiman's friction wheels, which he presented to him, with the reports that had been published by the company, to be forwarded to the Emperor. Upon the reception of them, the following acknowledgements was made. "Washington, March 6th, 1830. Sir:—I have great pleasure in submitting to his imperial majesty, the model of a railroad car, and the documents which accompanied the latter you did me the honor of addressing me on the 20th of February last. The nature and importance of the great undertaking to which you have devoted your time and exertions, cannot fail of giving a high degree of interest to the different documents relating to its origin and progress, and I do not doubt but his majesty will find them, as well as the ingeniously improved principle on which the railroad car is constructed, deserving of attention.

KRUDENER."

A few days after this, a letter was received from the Minister, introducing to P. E. Thomas' a deputation of scientific men who had been appointed to visit this country, and who proceeded to a minute examination of the railroad and the machinery used upon it. "Upon their return to Russia, the information they communicated, led to the appointment of a delegation to make further examination, and was followed by an invitation to Ross Wimans, to superintend the construction of machinery for the extensive railroads contemplated by the Emperor. There is no doubt that the early introduction of railroads into Russia, originated in the disclosures made to the Count by the Baron de Krudener. The year 1853, witnessed the completion of a large portion of the great railroads that are rapidly stretching over the Russian continent. During the year 1831, under the authority given by the City Council of Baltimore, the track was laid down Pratt street from Mount Clare to the Basin, and from thence to the City Block, running parallel with the water front of the city. On the 1st of December, the opening of the Branch road to Frederick was celebrated, and on the 1st of April 1832, the whole line was opened to the Point of Rocks, making 70 miles of the road then finished and in operation. From the report of the Superintendent of Transportation, dated October 1831, it appears that the aggregate revenue of the preceding five months amounted to $31,505 25, and that the whole working expenses were but $10,991 87.

On the 4th of January, 1831, the company issued an advertisement to the inventive genius and mechanical skill of the country, offering most liberal inducements for the production of locomotive steam engines. During the summer of 1831, in response to this call upon American genius, three locomotive steam engines were produced. Only one of which, however, was made to answer any good purpose. This engine called the New York was built at York, Pennsylvania, and after undergoing certain modifications was found capable of conveying fifteen miles per hour on level portion of the road. The curvatures were all travelled with great facility, often of 500 feet radius at the rate of fifteen miles per hour. Its greatest velocity, for a short time on straight parts of the road, having been at the rate of thirty miles per hour. The fuel used on it was anthracite coal, which answered the purpose well, but the engine weighing but three and a half tons, was found too light for advantageous use on ascending grades; every encouragement was given by the company to the inventive genius of the country, to improve on the partially successful experiment of engine. In the construction of the road from Baltimore to the Point of Rocks, every mode suggested up to that time by science or experience had been tested, and thus the Baltimore and Ohio railroad must be regarded as entitled to the merit of solving most of the problems which presented themselves first in connection with that great system of travel and inland transportation. Ross Winman, John Elgar, (inventor of switches, turn-tables, chill bearings, plate-wheels, &c.) Phineas Davis, and Evan Thomas, were among the most conspicuous of the ingenious men who wrought out these results. It was well said of the company by the American Railroad Journal, in 1835, that "their reports have gone forth as a text-book, and their road and workshops have been a lecture room to thousands who are now practising and improving upon their experience. This country owes to the enterprise, public spirit, and perseverance of the citizens of Baltimore, a debt of gratitude of no ordinary magnitude. The adaptation of the railroad system to general traffic, the point long disputed, was thus fully and forever set at rest. All species of agricultural productions, lime, timber, lumber, firewood and even paving stones, which before were valueless to their owners, were easily brought to Baltimore, and in return, at an advanced ton, but with equally profitable results, plaster of Paris, coal, boards, bricks, and scrap iron were sent into the interior." The long and disagreeable controversy and litigation between the Chesapeake and Ohio Canal Company, and the railroad company which had delayed the progress of the road for some two years, was finally carried to the Legislature, and settled by a joint committee of the two Houses in March, 1835.

On the 1st of December, 1835, the road was open to Harper's Ferry. During the year ending October 1st, 1832, the receipts of the road amounted to $136,967 70, and the working expenses amounted to $60,535 57.

Mr. Gillingham, the superintendent of machinery, under whose direction the experiments had been made, reported that the average expense per day of locomotive power, was found to be $16, whilst the same work done by horse power averaged $33 per day, showing a clear gain by locomotive power of $17 per day, or over $500 per month. On the 9th of March 1833, was passed the final act of Assembly, under which the railroad to Washington was constructed. The privilege and facilities to make this road were obtained with much difficulty, and a very arduous struggle, at no less than three sessions of the Maryland Legislature.—Mr. Mayer representing Baltimore in the Senate, in favor of the Ohio Railroad Company's privilege and rights in that critical issue. To the sagacious foresight of Philip E. Thomas, are the people of Washington indebted for the origin and completion of this valuable road; for after planning it, he secured the means for it by the most vigorous measures. The great bridge over the Patapsco at Washington junction, consisting of eight elliptical arches of 58 feet each, with the roadway 66 feet from the surface of the water, was designed by Benjamin H. Latrobe, Esq., and was at the time the largest structure of the kind in the United States. On the 20th of July, 1835, the Washington Branch road was opened with suitable ceremonies, from Baltimore to Bladensburg; and one month after, on the 25th of August, the whole road to Washington City was completed, and thrown open to trade and travel. During the first four months of the opening of the Branch road, the travel on it averaged over 200 persons per day, far exceeding the most sanguine expectations of the Board. On the railroad from Baltimore to Harper's Ferry, up to July, 1835, there were but three locomotives, when four more were introduced. Up to this period, the cars in use upon railroads, were all of a small size, with four wheels, and but little larger than the heavy stage coach. George Brown, the Treasurer of the company, who was ever alive to its interests, had long entertained, with many others, the idea of a car of much greater capacity. By the ingenuity of Mr. Ross Wimans, the large eight-wheel cars were devised and constructed, and put upon the road for the transportation of passengers; the wheels being arranged somewhat as they now are in use on all railroads. A new and valuable brake, invented by Even Thomas for passenger cars, was introduced on the road, in the year 1835, and proved most efficient and durable. The brakes in use previous to this invention, were not only inefficient, but they were complicated and frequently required repairs. In view of this circumstance, the value and importance of this timely invention of the President's brother can hardly be over-estimated.

At the close of the year 1835, the number of locomotives in use on the road was seven, passenger cars forty-four, and burthen cars one thousand and seventy-eight. On the 30th of June, 1836, after having been President of the company for ten successive years, Mr. Thomas retired from the post he had filled with so much honor to himself and advantage to the company. His close and unceasing application to the arduous duties of his position, had been at the sacrifice of health and private business, which he had uniformly regarded as of secondary importance to the prosecution of the great enterprise, of which he, in conjunction with Mr. Brown, was the originator, founder and first promoter. Having, induced, his fellow citizens to embark their means in the construction of the road, it may naturally be supposed he felt a great personal anxiety with regard to it,—an anxiety that made the many disappointments, vexations, interruptions, and dark forebodings of its opponents weigh heavily on his mind. He, however, never faltered in the confident belief of its ultimate success, and the final approval of his fellow citizens, and to him now, at the ripe old age of eighty-two, as well as his worthy compeer Mr. Brown, the completion of the road to the Western waters must be a great satisfaction.

The company continued to prosecute the work with great energy and perseverance through many obstacles and difficulties that for a long time retarded their progress. Ten years were spent by the company through the impracticable legislation of Virginia and Pennsylvania, in seeking the right to extend the road to the Ohio river. And it was not until 1851, that Mr. Swann, the President, promised to stand with his guests of the city of Baltimore, and the States of Virginia and Maryland, on the banks of the Ohio at Wheeling, on the first of January, 1853, and on that day the first train passed through, fulfilling the prediction almost literally.

Railroads having thus introduced, and their importance and value appreciated, the whole country seemed aroused to the enterprise; companies were formed and roads made, until it could be said, "The Baltimore and Ohio railroad, with the Marietta and Cincinnati, and the Ohio and Mississippi, from one grand chain of first class roads stretching almost in a direct line from St. Louis to Baltimore."

In 1852, E. D. Mansfield of Cincinnati wrote, "Already ten thousand miles of railways, exceeding in aggregate those of all Europe, are either finished, constructing, or planned, with a moral certainty of completion." On the north they connect with the great basin of the Lakes, from the Gulf of St. Lawrence to the Arctic plains; on the south they stretch to the Gulf of Mexico; on the east they are linked to every great city on the Atlantic; and on the west they are already tending to the broad bosoms of the Pacific.

An Idol Maker's Card to the Public.

The following advertisement appeared in a Canton paper, China, a few years since, inserted in a regular business way, and with as single an eye to the profits of trade as if the gods had not been concerned. The manufacturer was evidently a shrewd man, and understood the art of puffing as well as a Yankee dealer in tea or silk. As a burlesque on idle worship, it is complete, and it seems as if even a Chinaman must have laughed outright in reading it. The advertisement ran thus:

I, Achen Tea Chinchen a lineal descendant of Coup Boi Rache Chinchen, the celebrated sculptor and carver in wood, who through his unremitting studies to promote national religious worship, by the classical touches of his knife and chisel, has been honored by emperors, kings and rajahs of the east, and supplied with superior idols for public and domestic worship, now humbly offer my services in the same theological line, having travelled from hence, at a considerable expense, to perfect myself in anatomy, and in copying the most graceful attitudes of the human figure, under those able masters, Nollekens and Bacon. Achen Tea Chinchen is now in possession of casts of the most approved models and Elgin marbles. He is ready to execute to order idols from twelve feet high, well proportioned, down to the size of a marmoset monkey, or the most hideous monster that can be conceived, to inspire awe or reverence for religion. My charges are moderate. For an ourang-outang three feet high, seven hundred dollars; ditto rampant, eight hundred; a sphinx, four hundred; a bull with hump and horns, six hundred and fifty; a buffalo, eight hundred: a dog, two hundred; ditto couchant, one hundred and fifty; and an ass, in a braying attitude, eight hundred. The most durable materials will be used. Of statuary granite, brass, copper, I have provided sufficient to complete orders to any extent. Perishable wood shall never disgrace a deity made by my hands. Posterity may see the objects of their father's devotions unsullied by the inclemency of the seasons, the embraces of pious pilgrims, or their tears on the solemn prostrations before them. Small idols for domestic worship, or made into portable compass, for pilgrims. The price will be proportionate to the size and weight.

No trust; ready money. Any order, postpaid, accompanied by a drawing and description of the idol, will be promptly attended to, provided one-half the expense be first paid, and the remainder secured by any respectable house in Canton.

This singular and disgusting advertisement indicates very clearly the fact that idol-making was and is now a craft by which multitudes have their gains; and also the fact that idolatry is a most expensive system, its devotees being obliged to *purchase* their gods at an enormous cost, as indicated by the above prices.

The Drought in Texas—Another Simoon.

The extraordinary drought in various sections of Texas continued at last accounts. The Nacogdoches Chronicle of the 17th ult., says:

A drought like the present in eastern Texas is not within the remembrance of man. During the past week the mercury stood at from 100 to 110 degrees. The consequence is most disastrous; the people find it difficult to procure the necessary supply of water; cattle and horses suffer, and in some instances perish from want of it; fields of corn have withered and become blighted without producing an ear, while thousands of acres will not yield the amount of seed required to plant them. The cotton crops, which usually withstand all droughts, are alike subject to it.

The Victoria Advocate says:

On Saturday, the 14th, a perfect simoon swept over Victoria. The dust and sand swept by in clouds that darkened the whole atmosphere, until houses could not be seen across the street. The storm blew from a little west of south, and blew with more than the violence of a norther for three-quarters of an hour. No place was free from the driving dust—it visited every hole and corner of the houses, drifted in like snow through the roofs, came in at the cracks of the windows, besprinkled the beds and furniture, drifted the faces of many of our citizens, and even fell in quantities on the editor's MSS. until he could hardly write.

☞ I plows, I sows, I reaps, I mows I gets up good for winter; I digs, I hoes and taters grows, and far aught I knows I owes the printer. I do suppose all knowledge flows right from the printing press; so off I goes, in these ere clothes, to settle up I guess.

Truths for Wives.

In domestic happiness, the wife's influence is much greater than her husband's; for the one, the first cause—mutual love and confidence being granted, the whole comfort of the household depends upon trifles more immediately under her jurisdiction. By her management of small sums, her husband's respectability and credit are created or destroyed. No fortune can stand the constant leakages of extravagance and mismanagement; and more is spent in trifles than woman would easily believe. The one great expense, whatever it may be, is turned over and carefully reflected on ere incurred; the income is prepared to meet it; but it is pennies imperceptibly sliding away which do the mischief; and does not come within a man's province.

There is often an unsuspected trifle to be saved in every household. It is not in economy alone that the wife's attention is so necessary, but in those niceties which make a well-regulated house. An unfortunate cruet-stand, a missing key, a buttonless shirt, a soiled table-cloth, a mustard pot with its old contents sticking hard and brown about it, are severally nothings; but each can raise an angry word, or cause discomfort. Depend upon it, there's a great deal of domestic happiness in a well dressed mutton-shop, or a tidy breakfast-table. Men grow sated of beauty, tired of music, are often too wearied for conversation, however intellectual; but they can always appreciate a well swept hearth, and smiling comfort.

A woman may love her husband devotedly—may sacrifice fortune, friends, family, country for him—she may have the genius of a Sappho, the enchanted beauties of an Armida; but—melancholy fact—if with these she fail to make his home comfortable, his heart will inevitably escape her. And women live so entirely in the affections, that, without love their existance is a void. Better submit, then, to household tasks, however repugnant they may be to your tastes, than doom yourself to a loveless home. Women of a high order of mind will not run this risk; they know that their feminine, their domestic, are their finer duties.—*Examiner.*

Be Happy as You Are.

Wife and mother, are you tired and out of patience with your husband's and your children's demands upon your time and attention? Are you tempted to speak out angry feelings to that faithful but, perhaps, sometimes heedless or exacting husband of yours? or to scold and fret at those sweet and beautiful ones? Do you groan and say, "What a fool I was to marry, leave my father's house, where I lived at ease and in ease?" Are you, by reason of the care and weariness of body which wifehood and motherhood must bring, forgetful of, and ungrateful for their comforts and their joys? Oh! wife and mother, what if a stroke should smite your husband and lay him low? What if your children be snatched from your arms and from your bosom? What if there were no true, strong heart for you to lean upon? What if there were no soft little innocents to nestle in your arms, and to love you or receive your love?—How would it be with you then? Be patient and kind, dear wife; be unwearying and long suffering, dear mother; for you know not how long you may have with you your best and dearest treasures—you know not how long you may tarry with them. Let there be nothing for you to remember which will wring your heart with remorse if they leave you alone; let there be nothing for them to remember but sweetness and love unutterable, if you are called to leave them by the way. Be patient, be pitiful, be tender of them all, for death will step sooner or later between them and you. And oh! what would you do if you should be doomed to sit solitary and forsaken through years and years? Be happy as you are, even with all your trials; for believe it, thou wife of a loving and true husband, there is no let in life so blessed as thine owe.

POLITICAL RUMORS.—The present canvass has been remarkable for the number of absurd rumors set in circulation, especially by our Democratic friends, in announcing the 'accession' of distinguished gentlemen of the opposition to the support of Breckinridge and Lane. At first it was confidently asserted that the Hon. Washington Hunt, although the President of the National Convention which placed Bell and Everett in the nomination, would not give to these gentlemen a hearty support. Next it was reported that Ex-President Fillmore had avowed his preference for another ticket—an announcement which was soon contradicted by the public declaration of Mr. F, to the effect that he would vote for Bell and Everett in November next "if nobody else should do so". We then heard that the venerable and distinguished Senator from Kentucky, the Hon J. Crittenden, had given in his adhesion to Breckinridge and Lane—a rumor which has been effectually silenced by a recent speech made at Kentucky. A still more startling report next obtained currency to the effect that the Opposition Convention of Alabama had refused to endorse the nominations of the Constitutional Union party, and close upon the heels of this *canard* followed the allegation that the Hon. John Pool, the candidate of the Opposition for Governor of North Carolina, had pledged himself to the support of Breckinridge and Lane. Besides these among reported recruits to the Democratic party" the names of distinguished gentlemen who have been numbered in its ranks for the last five or ten years. We recognise the authority of distinguished names to give weight and dignity to a good cause, but the anxiety betrayed in the effort to rob the Constitutional Union party of some among its greatest ornaments and supporters is at once a tribute to the latter and a confession of weakness on the part of those who resort to such expedients for producing in the public mind a false impression of their strength.—*National Intelligencer.*

Parson Brownlow, of the Knoxville *Whig*, gives the following description of a new drink he discovered during a recent visit to Washington:

They have a new drink now in Washington, called "tangle leg," the ingredients of which are diluted alcohol, nitric acid, boot leg and tobacco, and which, it is said, will upset a man at a distance of a quarter of a mile from the demijohn. A certain Senator was thrown into his yard not long since, and while attempting to regain an erect position, was heard to utter the following soliloquy:

"Leaves have their time to fall,
And so likewise have I;
The reason too is the same—
It comes of getting dry."

SNOW AT THE WHITE MOUNTAINS.—It is stated that a few patches of snow remain on the northern slopes of the White Mountains, in New Hampshire. The snow-arch in Tuckerman's Ravine fell on the 18th instant. The snow is now about five feet deep, on each side of the stream which forms the arch. It is almost a solid mass. Unless warm rains occur in August some of the snow in the ravine will remain until September—and possibly a small portion may last until the first fall of snow in the early autumn.

There is a goose in Hunterdon county, N. J., known to be eighty-three years old, which hatched out two goslings last year.