EASTON GAZETTE.

EASTON, Md.

SATURDAY MORNING, APRIL 11, 1857.

BUSINESS NOTICES.

☞ Communications the effect of which is to promote private interest, are charged for at the rate of 50 cents per square.

☞ Obituary Notices exceeding six lines in length, are also subject to a similar charge.

☞ For terms of subscription and advertising; see first page.

☞ Accounts of over six months standing are chargeable with the usual rate of interest.

☞ Books received by mail will be promptly noticed under the editorial head.

DECLINED.—Dr. Goldsborough of Queen Anne's, declines the use of his name in connection with the Governorship of the State.

SECRETARY OF STATE.—Mr. John J. Appleton of Maine, has been apponted Assistant Secretary of State, in place of Gen. Thomas, resigned.

NEW DRESS.—The Centreville Sentinel came to us this week as the "States Rights Advocate," with entirely new type and greatly enlarged.

RESIGNED.—Mr. Manypenny has resigned the Commissionership of Indian Affairs, because the Secretary of the Treasury ordered the payment of a claim, under an act of Congress, which he had refused.

SALE OF TOWN PROPERTY.—John Donovan, Esq., has sold his property on Dover street, together with two grass lots in town, known as the "Dawson Property," to Jas. H. Grace, Esq., for $3,000.

NEW GOODS.—We invite attention to the advertisement of Messrs. Goldsborough & Dawson. Their stock of goods is complete and the taste of the most exquisite can be gratified at their store.

MARYLAND AND DELAWARE RAIL ROAD.—We invite an especial reading of the article in another column, from the Somerset Union, in reply to an editorial which has recently appeared in the Baltimore Republican.

NEW STORE.—Mr. G. C. Mackey has purchased the store recently occupied by Mr. Knotts, and has refitted it up in excellent taste and in a most inviting style.—He offers his stock of goods low and at such prices as cannot fail to please. Call and see him.

THE CROPS.—The Baltimore American says, the prospects for an abundant yield all over the country, was never better than at present. In this county the recent rains have greatly benefitted the wheat crops—though it will we are informed, in the end, be but small, inasmuch as a great deal of it failed to come up.

RAIL ROAD MEETING.—A meeting for the purpose of procuring stock to the Md. and Del. Rail Road, we are informed, takes place at Smyrna, Del., on Saturday after this writing.

We hope the day may be favorable and that the hearts of the people of Delaware will open on the spot. We have often heard them spoken of as liberal people in all respects, and we feel confident we shall not be disappointed, but hear of the verification of our previous learning, by their black and white subscription for thousands of dollars, wherewith to immortalize themselves and to bind together by iron bands, the sister States of Delaware and Maryland We shall expect it.

SOUND DOCTRINE.—The following argument in favor of advance payment for newspapers was advanced by a member of the Ohio Editorial Convention, at its recent session. We would respectfully invite such of our readers as ask us to wait a year or more before receiving our pay, to read it and inwardly digest. The member said: "What would you think of a farmer who had raised a thousand bushels of wheat, and who should sell it to a thousand different persons scattered all over the State, and agree to wait a year for his pay from each of them, and if one-half of them did not pay at the end of the year, he should give them another bushel of wheat, and agree to wait another year for his pay, and thus go on year after year? How long would such a farmer escape bankruptcy?—probably not very much longer than publishers of newspapers who follow such practice. It costs the editor of a weekly paper as much to supply a thousand subscribers with it for one year as it costs a farmer to raise a thousand bushels of wheat. The farmer sells his grain in bulk, and either takes the cash or a note as good as cash for it upon delivery. The editor cannot sell his thousand papers in bulk. They are sold to a thousand different persons, living in different towns in the country, and different counties in the State, and he must wait until the end of the year before he can get his payment, and then he depends wholly upon the honesty and responsibility of the subscriber, for it is impossible that he should know the character of all his subscribers. It will not pay him to go around or send around the county or State to collect his dues. It would cost more than the collections would come to."

THE VALUE OF LAND.—Since the Md. and Del. Rail Road was first projected, it seems, and in fact lands have increased from fifty to one hundred per cent. Land which could not be sold at twenty dollars per acre previous thereto, can now and is readily disposed of at forty, fifty and in some cases one hundred dollars per acre. The Rail Road has begot an interest in the people in the way of a correct appreciation of its benefits, and though these advantages are being felt and circulated all through the vicinity of the projected line of this enterprise, some people seem to be utterly careless as to its completion, and reckless of the natural and inevitable consequences and results that will flow therefrom. This stoical indifference towards it, can only be construed into a disregard of the rise and progress of the wealth, the good and the interest of the county, and a total repugnance to the spirit and genuine results of public improvements. It is for those who favor the enterprise, despite the croaking of the few who snarl at its success, to suffer them to growl *ad libitum*, and to pass them by as they would the insignificant toad upon the rock. All conversant with the history of Rail Roads and their inseparable connection and identity with the improvement of lands, countries, towns and villages, know too well the truth of history than to try to dam up such great and leading avenues to the prosperity of the whole. We did not intend to touch, at this time, upon the Rail Road question, but merely to mention the fact of the already apparent benefits it is working upon the interests of the community—but feeling a deep and thorough interest in the enterprise, we could not help our pen turning upon it, with the hope, that the people will view it in all its connections and bearings, and decide for themselves, and in doing so, to determine at once to put the road through at the shortest possible hour. Let no time or opportunity be spared to subscribe. Every little is a help. Every man's dollar or hundred dollars can effect something. Then reflect and be not tardy. Resolve to do, and the benefits of the road will be your reward.

New York Correspondence.

NEW YORK, Apr. 3, 1857,

The week opened with May weather but on Wednesday we had a blast of wind from the very heart of the North Pole, which caused living and breathing things to shrink back into the utmost depths of their winter woolens. The fashionables have been quiet enough as there is nothing just now to excite them, and they have hardly recovered from the shock which their weak nerves experienced at the extremely improper behaviour of "John Dean and his Mary Ann." By the way, the newsboys are making a fortune at retailing the adventures of this merry couple, embalmed in woful rhyme, and "hitched" to the popular air of "Villikins and his Dinah," for the very moderate consideration of "only one cent." We quote the "morcel" as Burton calls it:

"Now all you stern fathers who have daughters fair,
Of dashing young coachmen I'd have you beware,
Especially if from Ireland, for I tell you they can
When they try, blarney over you or my Mary Ann."

There has been a little set-to between the luminaries of the stage; Matilda Heron, prima donna, Laura Keene, lesser light, and Miss McMahon, a tallow candle which will not be hid under a bushel, though it could hardly illuminate a pint mug. These worthies get rhetoric over each others feelings through the medium of the public press, when they have no more important matters to occupy their attention. Ole Bull, the man who draws melody from the intestines of the most unmelodious of creatures, who draws a thousand harmonies from a single cat g-t, is adding to his former reputation by his present performances. He is one of the seven wonders of this part of the world.

Business of every kind continues very quiet. Teas, fire crackers, and bandanna "wipes," in fact every description of goods derived from the celestial country are held very high, and paying enormous profits to the large houses engaged in the China trade. A. A. Low and Bro., one of the largest China importers was a large purchaser last week of very expensive and valuable paintings. This is one of the least extravagancies of the time, to say the least. Less money paid for costly dresses and more for those adornments of home which cultivate at once the mind and heart would be an improvement in our domestic economy. Cotton goods of home manufacture bring pretty fair prices now, though all our manufacturers, both of cotton and woolen fabrics are losing money at the prices obtained in this market. The importers are doing a losing business, and some heavy failures may be looked for, especially in the silk trade, if the present state of things continues long. Western debtors are disposed to stay west; at least, very few of them appear in this city either in person or by proxy in the shape of bank notes.

The Brick Church is almost gone; two walls only are standing. Trinity Church is in great trouble at Albany and her accusers and defenders form two very virulent and hostile parties among Episcopalians here.

RIVINGTON.

LOUISVILLE, April 4.

A Young and beautiful Wife Murdered in Louisville.—Our community is much excited in consequence of the discovery of a most cruel murder, which appears to have been committed on Thursday night. The name of the person murdered is Mary Travers, a beautiful and accomplished girl of only 24 years of age, who had been married but about eight months. Her husband, who is supposed to have committed the horrid deed, was found lying beside the dead body of his wife in bed. He had also attempted to commit suicide by cutting his throat, but his injuries are not believed to be serious.

ST LOUIS, April 7.

St. Louis Municipal Election.—Wimer, the emancipation candidate for Mayor, has been elected by 1,500 maj. Most of the other candidates on the same ticket are also elected.

From the Somerset Union.

EASTERN SHORE RAILROAD.

MESSRS. EDITORS: I find in a late number of the Balt. *Republican* the following editorial upon the subject of the Eastern Shore Railroad, the spirit and tone of which seem to me to deserve the attention of our people:

"THE EASTERN SHORE RAILROAD.—We give in another column a letter from an old friend, of Somerset county, upon the subject of the Eastern Shore Railroad. We agree with the writer in supposing that no true friend of the State would advocate the construction of a road whose only chance of success depends upon the diversion of trade and travel from their own commercial metropolis. Such a suicidal policy could not be pursued by any patriot, even if his *own* little pecuniary interest should be temporarily benefitted thereby. Our correspondent shows clearly that no profit could possibly arise to the road except from the injury of this city. If there are any portion of our people impressed with the opinion that Baltimore city is not a component part of the State and worthy of support and protection from the Legislature, they should look at the amount of revenue collected from this city, and remember the market which affords for all their surplus products. There never was so suicidal a scheme concocted as the attempt to make this road.—The Chesapeak and Ohio Canal was bad enough, but it will at least benefit Allegany county, while this road has no such grounds as this to sustain it, as it is shown that there is neither trade nor travel in Somerset county to give slightest hope of sustaining such an enterprise."

The letter from Princess Anne referred to is but a re-hash of the articles which have recently appeared in the columns of the *American Patriot*, over the signature of "Taxpayer." Their persevering author, having found little sympathy at home, now seeks aid and comfort from abroad; and endeavors by appeals to the local interests and prejudices of other sections of the State, to enlist them in his crusade against an enterprise fraught with so much benefit to the community in which he resides. It is not the letter, however, but the editorial, as one indication of Baltimore sentiment, opinion, and policy upon the subject to which I call attention.

The people of Somerset in advocating the Eastern Shore Railroad, are not actuated by any hostility to Baltimore city—on the contrary, they are proud of, and rejoice at her prosperity, and they have borne patiently their share of the burdens necessary to secure it—but when they are required under penalty of being denounced as unpatriotic and suicidal, to abandon an enterprise for the promotion of their own county, because, peradventure, it may not redound to the interest of Baltimore, they are not ready to yield assent to such demands. They cannot admit that Baltimore is the State of Maryland, and the counties mere vassals, dependcies or tributaries to her greatness—that her advancement is the sole or chief object to be considered, not only by the State in her legislation, but by the counties in projecting their own local improvements.—They supposed that Somerset and other Eastern Shore counties, neglected as they have been—deprived of their fair share of government—burdened with taxes for the construction of work in which they have no part—are yet portions of the State of Maryland, with equal *rights* to her protection and good offices as other more fortunate localities; and that it is not less consistent with their duty to the State, less patriotic, or less commendable, to expend their efforts and their means for the advancement of their native country and the benefit of strangers in other sections of the State. Patriotism, as well as charity, begins at home.

I maintain, however, that there is nothing in this enterprise which should excite the opinion of Baltimore, or should warrant her in resorting to the exploded policy of attempting to attract and retain trade by damming up the avenues of communication with any other market. So far as the trade of the Eastern Shore is concerned, Baltimore would be benefited by this road—the resources of the country would be developed by it—its population and wealth would be increased, and its trade rendered more valuable; and Baltimore would always receive her due proportion of that trade. A portion of it, it is true, would go to Philadelphia, but so it does at present. Our merchants now regularly purchase certain classes of goods in Philadelphia, notwithstanding the difficulties of transportation—and they will continue to do so, because they conceive it to be to their interest. During the past winter, too, when the other channels of communication with Baltimore were all closed up, all intercourse with her was kept up through the Delaware Railroad, and if it were extended as proposed, I doubt not that, in the future a largely increased amount of winter trade would regularly find its way to this market through that route.

But the great objection is that it will divert some of the Southern trade and travel from Baltimore. I suppose persons wishing to go to that city will still go and travel for the more Northern cities will adopt this route I have no doubt. What may be the loss to Baltimare from that cause I cannot pretend to say. But what then? It she to stop at this point of reasoning and oppose the work at all events? I think she has a bitter experience on that subject which should warn her from committing such an error. That there will be a railroad down this peninsula, to connect with Norfolk, and that at no distant day, is to my mind as fixed a certainly as any future event.—Twenty years ago citizens of the Eastern Shore endeavoring to secure the benefit of that route to the State of Maryland, projected the old Eastern Shore Railroad, having its Northern terminus at Elkton. If it had been built, the trade and travel upon it would have been attracted principally to Baltimore—but there were Statesmen of that day who feared Philadelphia might get some of the trade, and, aided by those who were hostile to the road for other reasons, they defeated its construction.

The friends of that route then predicted the construction of a road having its Northern terminus at Wilmington, and thus giving to Philadelphia the advantages they would have secured to Baltimore. I quote from a memorial to the Legislature of Maryland, in March 1839:

"By this road, all the heavy products of the forest and field, both in the interior of Delaware as well as Maryland will be thrown upon the respective navigable depots, on the line of road which discharge themselves into the Chesapeake bay; whilst all the heavy articles of trade wanting from the cities which will not bear long transportation on the road, will be received at those depots through the waters of the Chesapeak bay. A road therefore it will be seen, which passes on the western side of the Delaware line, and interects several of the waters of the Chesapeak bay, either at, or near, navigable points, will cause the state of Delaware to be tributary to the commerce and navigation of the Chesapeake bay and city of Baltimore; whilst if a road through Delaware were made, cutting the navigable streams which fall into the Delaware, Maryland would in like manner, become to a much greater extent than she now is, tributary to the trade and commerce of the Delaware bay.

We beg leave to invite the serious consideration of your honerable body of this view of the subject as an important manner of *state policy*. Our route we believe to be the shortest and best to form a link in the northern and southern travel and when made it may for a long time, if not forever, prevent the constitution of another road through Delaware, and having its northern terminus at Wilmington—but if by any untoward circumstances our road should not be made, it is doubted, that a road will be made on the Delaware side of the line, by the Philadelphians and others."

These predictions have been fulfilled to the letter, and Baltimore city has had an opportunity of seeing her loss by the change, and learning wisdom from experience If the Eastern Shore Road be now built from Somer's cove to connect with the Delaware Road, Baltimore will derive some advantages from it, though not so many as she would have received from the old route; but if this enterprise is defeated then the projected Air Line Road through Worcester county, Md., and Accomac and Northampton counties, Va., to Cherry Stone, will be built, and current of travel between North and South will be diverted still further from Baltimore. The construction of the road to Somers cove, would in all probabilty prevent the construction of the air line road; and, therefore, if it be only a question between two ills, the interests of Baltimore require her to abvocate the Somerset route, as least injurious to her. But, in truth, that route may be a source of positive benefit to her—decidedly so, were a connection formed from Midletown to Elkton.

These views, I am constrained to think, notwithstanding the *Republican's* editorial, have suggested themselves to intelligent practical minds in Baltimore, who are not afraid of fair competition with other cities on equal terms. A late number of the Wilmington *Gazette*, speaking of the Junction and Breckwater Railroad, says that "the Commissioners are making arrangements to open the books of the Company for subscription to the stock. One firm alone, wealthy and responsible, in the city of Baltimore, will take $20,000 worth of stock—a good commencement towards the three hundred thousand dollars, the estimated cost of the entire road, &c." A little sober reflection, I think, will induce a manifestation of the same spirit toward the Eastern Shore Railroad. Something of generosity—something for the development and improvement of a country that has contributed its share to her property, might not be a bad investment on the part of Baltimore. SOMERSET.

APPOINTMENTS OF THE PHILADELPHIA M. E. CONFERENCE.

EASTON DISTRICT—W. McCombs, P. E.
Smyrna—W. H. Brisbane.
" Circuit—S. W. Thomas, W. F. Talbott.
Dover—W. C. Robinson.
Camden—R. W. Todd.
Frederica—J. S. Willis.
Vernon and Williamsville—J. S. Magee.
Milford—George Peacock.
Denton—W. M. Warner, one to be supplied.
Greensborough—W. E. England, T. S. Williams
Wye—G. T. Hurlock, T. W. McClary
Talbot—T. J. Quigley, J. M. Bryan
Easton—Charles Hill. Wm. T. Quinn
Centerville—T. W. Simpers, E. F. Cooper
Kent Island—F. A. Harvey
Sudlersville—W B. Walton L. D. McClintock
Kent—T. M. Cooper, W. Hammond
Millington—John Allen, J P. Duhammill.

SNOW HILL DISTRICT—H. Colclaver, P. E
Seaford—J. Pas'erfield, to be sup.
Federalsburg—R. E. Kemp
Dorchester—J. B. Quigg, A. M. Wiggins
Church Creek—H. Sanderson, one to be sup.
Cambridge—J. Dickerson
" Circuit—S. C. Palmiter
Blackwater—J. C. Gregg
Quantico—G. A. Phoebus
Salisbury—J. Hough, G. W. Fisse
Princess Anne—James A. Massey, A. F. Johns
Annamessex—A. Freed, T. L. Poulson
Accomac—J. F. Chaplain, S. Powers
Northampton—J. W. Hammersley
Mewtown—Joseph Smith
Snow Hill—J. S. Lame, one to be supplied
Berlin—C. Shock, R. B. Hazzard
Worcester—S. Dobson
Lewes—J. Hargis, J. J. Melson
Georgetown—A Wallace
Laurel.—W. Merrill, E. S. Irwin

ELECTION.

NEW HAVEN, April 7.

Connecticut Election.—The returns of the election in this State yesterday indicate the sucess of the Union ticket. Also the sucess of the Union candidates in the First and Third Congressional Districts.—Arnold, Democrat, is supposed to be elected in the Second District.

[SECOND DESPATCH.]

HARTFORD, April 7.—Messrs. Clark and Dean, Republicans, and Mr. Arnold, Democrat, have been elected to Congress. The other district is still doubtful.

The Senate and House are both Republican, and the whole Republican State ticket probably elected.

NEW ORLEANS, April 6.

Election in New Orleans.—The election for Judges, in this city to-day passed off quietly. No returns received yet.

SECOND DESPATCH.

NEW ORLEANS, April 7.—The whole American city ticket was elected here yesterday. The Americans have also elected their District Judges. The Democratic candidate for Associate Supreme Judge is probably elected.

DETROIT, April 6.

Election in Detroit.—This city gives 200 Democratic majority for Judge of the Supreme Court, with two wards to hear from. The returns from the interior of the State are scattering, and show that a small vote has been polled.

The weather is cold and boisterous, with snow.

CINCINNATI, April 7.

Cincinnati Municipal Election.—N. W. Thomas, the citizens' candidate for Mayor, was elected at the municipal election held yesterday.

CLEVELAND, April 7.

Municipal Election.—The Charter election which took place here yesterday, resulted in the election of the Democratic ticket by 200 majority.

LOUISVILLE, April 4.

Still Another Tragedy—A Father and Daughter Shot.—Intelligence has been received here of a startling tragedy, which occurred at Washington, in this State, yesterday. A Mr. Baker, a resident of that town, armed himself and deliberately took the life of his daughter—after which he placed the death weapon to his own breast, and shot himself. No cause has been assigned, as yet, for the dreadful tragedy.

AUGUSTA, Ga., April 9.

Damage to Crops.—The frost of last Tuesday morning has killed the corn, cotton and wheat in this region. The thermometer is now at 27 degrees.

Crowds of emigrants for Kansas are passing through Buffalo. Four car-loads arrived in that city on Tuesday, aud another company of 48 followed.

The whole number of persons killed at the late railroad accident in Canada was 93.

HOOLLWAY'S OINTMENT AND PILLS.—Impurities of the blood are often developed in disgusting eruptions, ulcers, tumors, scrofulous sores, boils, and other external affections. For all these distressing and dangerous complaints, Holloway's Ointment is literally a healing balsam. It neutralizes the material morbi, or seeds of diseases in the exterior secretions, and dispels the inflammation Nature does the rest The experience of every human being who has tested the efficacy of the Ointment is the same It has never failed When the internal organs are alone affected, as in liver complaint, dyspepsia, and irregularities of the bowels, a few doses of the Pills afford certain and permanent relief.

WHITE TEETH, PERFUMED BREATH AND BEAUTIFUL COMPLEXION—can be acquired by using the "Balm of a Thousand Flowers." What lady or gentleman would remain under the curse of a disagreeable breath when by using the "Balm of a Thousand Flowers" as a dentifrice, would not only render it sweet, but leave the teeth white as alabaster? Many persons do not know their breath is bad, and the subject is so delicate their friends will never mention it. Beware of counterfeits. Be sure each bottle is signed

FETRIDGE & CO. N. Y.

For sale by all Druggists. [feb 14-eo6m

Prices Current.

BALTIMORE, Thursday, April 9, 1857.

WHEAT—About 4,000 bushels offered. Sales as follows:

White, fair to good,	1 53a$1 58;
" choice lots, none offered.	
" choice for family flour,	$1 55
" good to prime,	1 45a$1 50
Red, good to prime,	1 35a$1 38.

CORN—About 15,000 bushels offered; sales of

White, per bushel	60a63 cents.
Yellow,	62a64 cents
OATS, per bushel,	42 cents.
POTATOES	95ca$1 00

PHILADELPHIA, April 8.

WHEAT—Demand moderate	
Red, fair to prime, brought	1 45a$1 46;
White, good to prime,	1 58a$1 60;
CORN—Yellow,	61a65 cents;
RYE, per bushel,	83a84 cents.

AUCTION BARGAINS—Kid Gloves 37½ cents per pair, a good article; Embroidered Lace Collars 31½ cents, worth 50 cents; Cambric and Swiss Sleeves, Ruffings, Edgings and Insertings; Calicoes, fast colors at 12½ cents; Brilliants and Linen Cambric Handkerchiefs, just opened, to which I invite the attention of the Ladies. (apr 11) J. RASIN.

ALEXANDER TODD,
GENERAL AGENT AND COLLECTOR.

THIN subscriber intends devoting his time to the sale of property and the collection of accounts. Persons putting claims in my hands may depend on having them attended to without delay, and the dimes forked over when collected. Office at residence, corner of Court and West sts., where he may be found when not otherwise engaged on business.

REFERENCES

J. S. Robson, No. 6, Bowley's Wharf, Balt.
Wm. N. Mackey, 84, Light st. " "
Wm. B. Clark, A. P. Jump, Easton, Md.
apr11-3w

WHERE CAN I GO TO FIND THE HANDSOMEST
STOCK OF GOODS
THE PROBLEM IS SOLVED!
THE QUESTION SO OFTEN ASKED
Is now fully and satisfactorily answered, that at
Thompson & Kersey's
CAN always be found, not only the largest, but the handsomest and cheapest stock of
DRESS GOODS
in the market. Call and see that all we say is true. [apr 11

RESUMPTION OF TRIPS.

The Schooner Bucephelus,
Capt. CHAMBERS, is now running her regular trips between Easton and Baltimore for the accommodation of Farmers, Merchants and others—leaving Easton every Wednesday and Baltimore every Saturday. Freight as before. *No Orders attended to unless accompanyed by the Cash.*

Orders and letters left in my box, at the Drug Store of Dawson & Bro., Easton, will be attended to. Messrs. Robson & Godwin, Agents, No. 6, Bowley's Wharf, Baltimore.

apr 11-tf S N. E. NICOLS.

P. S.—Messrs. Dawson & Bro. will receive the Cash accompanying Orders in my absence. N. E. N.

Valuable Building Lot
NEAR EASTON AT
PUBLIC SALE.

THE subscriber will offer for sale, on *Tuesday, the 28th of April next*, between the hours of 12 M. and 3 o'clock P. M. in front of the Court House, in Easton, a Lot of ground containing about **17 ACRES**, located within half a mile of the town of Easton. About two thirds of the land is cleared and the residue in oak timber. It lies between the lands of Mrs. Hammond, S. Mackey, Esq., and the subscriber, fronting immediately on the public road; and is one of the best locations for a residence in the vicinity of the town. The quantity could be increased if desired. A plot of the land may be seen at the office of the Rail Road Company.

TERMS—Three instalments at 4, 8 and 12 months in negotiable notes, with good security, bearing interest from the day of sale.

apr 11-tq TENCH TILGHMAN.

NOTICE.

RETAILERS, Traders, Ordinary Keepers, Venders of Ardent Spirits, Victuallers, and all other persons—bodies corporate or politic in Talbot county, and all others whose LICENSES will expire on the 1st day of May next, are hereby cautioned to renew the same on or before the 10th day of May ensuing, agreeable to the provisions of the Act of Assembly regulating the issuing of Licenses to Traders, Keepers of Ordinaries, Venders of Ardent Spirits and others.

JEROME B. BENNETT.
apr11-tf Sheriff

A CARD
TO THE LADIES.

WE are now prepared to offer for sale, a beautiful stock of

Challi's, plain & fancy;	Crepe De Espange,
De Baige, do	Banego, plain & fancy,
Brilliantes,	Silk Grenadine,
India Silks,	Organdy Lawns,
Silk Tissues,	Lawn Robes,

Stella Shawls, Silk Veseites, Hair Cloth, Hoop and Crenoline Skirts,

Together with almost every article necessary to complete a Ladies' Toilet, and to which we invite attention. Res'ly

apr 11 THOMPSON & KERSEY.

NEW & FASHIONABLE
BOOT AND SHOE
EMPORIUM.

THE subscriber having taken and re-fitted the store room immediately opposite the Court-house, and adjacent to the store of H. C. Mackey, begs leave to inform the community and the public generally that he has just returned from the cities of Philadelphia and Baltimore with a large, fashionable, and well selected assortment of

BOOTS, SHOES & GAITERS,

adapted to the wear of Ladies, Gents, Misses and Boys. His stock consists in part of the following:

FOR LADIES.

Ladies Morocco Boots, (light and heavy)
" Kid Slippers. " "
" Eureka Buskins, " "
" Patent Ka Leathe, " "
" BPk and Fancy Gaiters, from common to extra quality.

FOR GENTLEMEN.

Gents Fine French Calf Skin Boots, (sew'd)
" " " light and heavy
" Patent Leather Gaiters and Shoes
" Cloth & Lasting " "
" Oxford Ties and Monroes.
" Fancy Embroidered Slippers.

FOR BOYS AND YOUTHS

Boys Pattent Leather Boots and Shoes
" Oxford Ties and Monroes.
" Black and Fancy Gaiters.

FOR MISSES.

Black, Colored and Fancy Gaiters.
" " Eureka Buskins.

Together with a general assortment of Children's Shoes, which will be sold at or below city prices.

apr 11 G. C. MACKEY.

APPEALS.

County Commissioner's Notice.

NOTICE is hereby given, that the Commissioners for Talbot county, will meet at their office, in the town of Easton, on the first Tuesday and Friday in the month of May, and every Tuesday and Friday thereafter, during said month so long as there may be any transfers to enter, for the purpose of hearing Appeals, on oath, and noting transfers and alotement, of the assessed property of said county, agreeably to the Act of Assembly of Maryland. By order of the Board.

apr 11 THOS. K. ROBSON, Clk.

Persons making application for transfers of property, will be required to comply with the following section of the Act of December Session, eighteen hundred and forty-seven, chapter two hundred and sixty-six, entitled, "A supplement to the act entitled, An Act for the General Valuation and Assessment of Property in this State, passed March session, eighteen hundred and forty one chapter twenty-three."

SECTION 15. *And be it enacted*, That whenever any person shall make application to the Levy Courts, Commissioners or Appeal Tax Courts, as the case may be to make him or her an allowance or deduction on account of the sale, transfer, alienation, loss, destruction or removal of any property of any public debt or private security for money it shall be the duty of said levy courts, commissioners or appeal tax courts to interrogate such persons, on oath, in reference to the said property or security and disposal of the same, and especially to require him or her by whom the said property has been sold and transferred, the amount of the purchase money, or the money collected and paid, and how the same has been invested; and it shall also be the duty of the said levy courts, commissioners or appeal tax courts, to interrogate the said person, on oath, in reference to any acquisitions or investments made by the said person, and not already assessed, and the amount of all such acquisitions and investments, in whatever descriptions of security, shall be added to the assessable property of the person so applying and charged accordingly; and if the said person refuse to answer the interrogatories proposed, as aforesaid, no deduction shall be made on his or her assessment.

The Pioneer Enterprise.
GRAND LOT DISTRIBUTION AT
Church Hill, Queen Anne Co.,
EASTERN SHORE, MD.
To be made at Philadelphia, Dec. 1, 11857.

	VALUE.
1 House and Lot, rent $75	$734
1 Storehouse and Lot, rent $50	500
1 Building Lot, 1 acre,	500
1 do do. ¼ "	100
75 Building Lots (30x140 feet) on Main or 1st street, $100	7,500
150 do. do. (30x140 feet) on 2d street, $75,	11,250
75 do do (30x140 feet,) on 3d street $50,	3750
900 Gold Pencils, $5,	4,500
900 Gold Rings, $3,	2,700
1166 Port Monaies, $1,	1,166
3,270 Shares, Shares $10 each.	$32,700

One in every ten shares must draw a lot ranging from $50 to $734 in value; and there is not one blank in the whole enterprise. There is no better building site for a large town or city on the Eastern Shore.

All of these beautiful Lots, for Building purposes, are in Church Hill, (which is incorporated by law,) and eligible for all kinds of public business or trade. The proposed Eastern Shore Railroad, (which passed the Legislature at its last session) "via Crumpton, or the Air line route," will pass through, or near to these lots. They are 30 ft. by 140 ft *with a front and back street to each, and the whole regularly plotted in squares*, and (with very few exceptions,) every lot is "high and dry" and now ready for improvements. Daily communication to Baltimore and Philadelphia.—As these building lots must inevitably advance rapidly in value from date, no investment can be more advantageous or profitable, and certificates of shares should be secured as early as possible.

The distribution *will be positively made* in Philadelphia on the 1st Dec. 1857, and published, by committee appointed for the purpose. As soon as it is done, deeds will be prepared, and furnished, (free of charge) and possession given at once. The public may rest assured there is "no humbug" here, but a settled determination to improve my native place, beyond all competition.

Postmasters, and all others, acting as our agents, will forward orders for shares immediately (including the funds,) and deduct 5 per cent on sales. Address R. E. C. DOWNES.
Church Hill, Md.

N. B.—I have sold several building lots since Christmas, at private sale, at $300 and $400 per acre. After the distribution, all lots not disposed of will be sold on ground rent, or in fee simple.

apr 11-5w R. E. C. D.