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The Easton Gazette.

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For the Easton Gazette.

THE BACHELOR'S PRAYER.

BY HARRY GRENVILLE.

From squalling babes,
And red haired maids,
Grant us a dispensation;
In sermons long,
Or crowded throng,
We find no consolation.
From shopmen's bills,
From shaking chills,
We pray thee, to absolve us;
If woman's love,
Does faithful prove,
Will some one please resolve us.
From brainless fools,—
Wiseacre's rules.
May we be free forever;
Poets forlorn,
With TROWSERS TORN,
Oh may we be one never.
From heartless flirts,—
Buttonless shirts,
Oh good lord deliver us;
From poor cigars,
And family jars,
We, thee beseech, to sever us;
From woman's sigh,
And baby's cry,
We ask thee to release us,
From priests that shrive,—
From beds ALIVE—(oh hush!)
Oh, who will save our PIECES;
From creaking doors,
And senseless 'bores',
May we forever escape;
From 'washing day,'
We thee do pray,
Our little all to take.
Of coffee grounds,—
Piano sounds,
We have a holy horror;
THAT lady fair,
With dark brown hair,—
We think after mature deliberation
we will call and see to-morrow.

Third Annual Report.

Office of Md. and Del. R. R. Co.,
Easton, Dec. 14, 1857.

To the Stockholders of the Maryland and Delaware Rail Road:

GENTLEMEN:—We have the honor to submit the following statement of the affairs and proceedings of the company since the last annual meeting.

At that time the location of the route had been completed from tide water, at Oxford, to the line of the State of Delaware, a distance of 40 and one half miles: of this portion 30 miles had been prepared for graduation, viz; from the State line to Easton; and twenty miles were under construction between the state line and Hillsborough.

Below Hillsborough the graduation had not been commenced; and on that part of the line within the State of Delaware the location of the route was still undecided and dependent upon the action of the Legislature of that State.

On the day of the last annual meeting the graduation was commenced at Easton, to gratify the wishes of the community, and in the hope of prosecuting it to completion; relying upon the same favorable disposition on the part of the landholders, which had been manifested on the upper part of the route.

In this, however, we regret to say that we were disappointed; and after an ineffectual attempt to arrange the damages satisfactorily by arbitration, the work was discontinued and a new line surveyed, passing 1½ miles further from the town.

The adoption of this route would effect a considerable saving both in damages and distance; but as it had not been necessary to resume the graduation on this part of the line, the final location has not been decided on.

Enough, however, has been done to comply with the conditions of the supplement to the charter authorizing the extension of the road from Hillsborough to the Potomac River, which required the work to be commenced within two years from the passage of the act.

During the last winter application was made to the Legislature of Delaware for a full charter in that State extending from the State line to Smyrna Depot on the Delaware Rail Road in place of the conditional authority which had been previously obtained.

We are happy to state that this application was successful. A copy of the Act of Incorporation, authorizing this company to extend their road within the State of Delaware and to form a junction with the Delaware Rail Road upon the terms agreed upon between the companies is appended to this report.

A meeting was also held between the Directors of this company and those of the "Delaware Rail Road Company," the "New Castle and Frenchtown Turnpike & Rail Road Company," the New Castle & Wilmington Rail Road Company, and the Philadelphia, Wilmington and Baltimore Rail Road Company, which resulted in the execution of an agreement for the mutual advancement of their respective interests, a copy of which is also presented herewith

Immediately upon the passage of the charter the route through Delaware was surveyed and located; and the condemnations completed.

Appeals were taken from the awards of the commissioners by only a few of the landholders in the immediate vicinity of the Delaware Rail Road. These cases have been settled by a jury and the whole of that portion of the line is now ready for graduation.

An agreement has also been made with the Delaware Rail Road Company, for the purchase of a portion of their Depot grounds at Smyrna at their original cost; and the additional quantity of land required for accommodation at the junction has been furnished gratuitously by Mr. Tibbits, the liberal and public spirited owner of the farm on which the Depot is located.

Simultaneously with the commencement of the surveys in Delaware, books were opened at several points in that State, for the purpose of obtaining additional subscriptions to the capital stock of the company.

A considerable amount of stock has been obtained; and we are assured by the agents appointed to solicit stock on that part of the line, that a larger amount will be subscribed as soon as the graduation is commenced.

The financial embarrassment which has occurred during the present year has involved many of the principal Rail Road companies in the country in difficulties unparalled in the history of such enterprises.

It was not to be expected that we should enjoy an exemption in this respect.

The first effect experienced by this company was a serious diminution in the receipts from stock, which had thus far constituted the sole reliance for the prosecution of the work.

In the estimation of the Board it was of great importance to the interests of the company that the portion of the graduation which had been commenced, should be entirely completed and not be suffered to remain in an unfinished condition.

To effect this object the Board were compelled to obtain funds to a considerable amount from the Easton Bank of Maryland, on their individual obligations, which were loaned by the board to the company and are to be repaid out of the stock.

At this stage of the proceedings a question of the highest importance was presented for their consideration. By the terms of the existing contract for building the Road, the company were only required to pay in cash, whatever might remain of the receipts from the stock, after defraying the current expenses;—the larger portion of the compensation of the contractors being payable in the Bonds of the company.

The Board had already furnished the contracts with a greater amount of cash payments than required by the terms of the contract, thus reducing the amount which the contractors were entitled to receive in Bonds, and on which they mainly relied for the further prosecution of the work.

In the existing condition of the money market the negotiation of bonds could not be effected except at so large a rate of discount as to render it impossible to raise an amount sufficient for this purpose except by an additional issue of bonds to the contractors by way of loan to be secured by their own obligations with competent endorsers. A proposition to this effect was made by the contractors, to which the impossibility of procuring satisfactory securities would alone have proved an insuperable obstacle; in addition to this there were other objections quite sufficient to present its adoption.

If the contractors should commence the use of bonds at a heavy sacrifice in advance of their regular payments, it would probably lead to their own failure, before the completion of the work; leaving the company liable for the payment of interest on the bonds which had been issued, without the receipt of any income from the road to meet these payments and without a sufficient amount of available bonds to complete the work themselves.

After a careful consideration of all the questions involved, the Board were unanimous in the opinion that it was inexpedient to commence the construction of any new portions of the work and that the existing contract should be terminated leaving the company entirely untrammelled both as to the time and manner of resuming active operations.

The deliberations between the Board and the contractors resulted in an arrangement for an amicable termination of their contract.

The basis of this arrangement was a settlement in full at contract prices, the company paying for all work actually done and the contractor paying his subscriptions to the capital stock of the company in full and giving them a discharge of all claims including damages. By this settlement the contractor received $6000 of the 6 per cent. bonds of the company redeemable in 1877 which together with $12,683,55 being the balance due on the loans made to the company by the Board in their individual capacity, herein before alluded to, and the sum of $6,491.58 for unsettled accounts, constitute the entire liability of the company.

This leaves about one third of the stock subscription still unexpended.

The report of the Treasurer herewith submitted presents a full exhibit of the finances of the company.

The Board consider it due to themselves to make a simple remark upon the apparent disproportion presented by the report of the Treasurer, between the value of the work done on the road as shown by the payment, to the contractor, and the amount of the expenses of the company consisting of salaries, travelling expenses and contingencies. Had the means been furnished by the stockholders for a vigorous prosecution of the work, the amount of construction could have been increased more than fivefold without any increase in the other expenses. The limited amount of work done causes the expenses to appear large, when in reality they have been smaller than those of any other company within the knowledge of the Board; and less than is consistant with the highest degree of capacity and attention in the several departments of the company During the cessation of active operations a rigid system of retrenchment has been adopted and the expenses reduced to the lowest limit. The engineers have all been discharged except the chief engineer. The Treasurer having resigned, from considerations connected with his private business, the Board have declined making an appointment for the present, the duties being performed by the chief engineer whose familiarity with the affairs of the company enables him to take the temporary charge of both departments. Having given this frank exposition of the affairs of the company it will naturally be expected that we should present our views in regard to its future progress. In this connection we desire to call your attention to the past condition of the other Rail Roads which have been constructed in this State; and to the fact that at the same period of their existence the condition of those works was even less favorable than that of ours, either in regard to previous progress or future prospects; although they were commenced under circumstances much more favorable for procuring the important articles of labor materials and provisions.

We desire to remind you, and also the Legislature, and the citizens of the State generally, that every public work which has been completed in Maryland, owes its success to the aid it has received from the State, and to that alone; and that we have much stronger claims in this respect than any of those works which have enjoyed so largely the bounty of the State.

By the act passed at December session 1835, chap. 395, commonly known as the eight million bill, the sum of one million of dollars was appropriated to Internal Improvements on the Eastern Shore, whilst seven millions were at the same time appropriated to the same object on the Western Shore. In addition to this, the Western Shore received at various times other appropriations for Internal Improvements, amounting to $8,325,000, making a grand total of $15,325,000. And yet, the length of the Eastern Shore Rail Road as then projected, was greater than the united lengths of all the rail roads on the Western Shore, except the Baltimore and Ohio; and equal to the part of that great work within the limits of Maryland.

When the act of 1835 was introduced it was proposed, for the first time, to engraft on an appropriation bill a provision for levying a direct tax to meet the interest on the loans to be credited, if the revenues arising from the works to which the appropriations were made, should prove insufficient for that purpose.

The only work which had then been projected in this section of the State, was the Eastern Shore Rail Road, and that had been incorporated so recently, as to render it impossible to tell whether it would be carried out or not. It was apparent, however, from the previous delinquency of the Internal Improvement companies on the Western Shore, that taxation would have to be resorted to; and that the enforcement of that provision of the law would probably put an end to all further appropriations of this description, until the State had recovered from the embarrassment occasioned by these measures.

It was evident, therefore, that unless the amount proposed to be given to this section of the State by this bill, should be so secured as to be independent of the success or failure of a particular work, the whole of Eastern Maryland, which had always been recognized both legally and constitutionally as one of the two grand divisions of the State, might be taxed for the benefit of the Western Shore, without receiving any corresponding benefit whatsoever. The concurrent action of members from both Shores was necessary to pass the bill; the burden of taxation must be borne alike by both; as a measure of sheer justice it was demanded by the members from one Shore, and conceded to by those from the other, that in the event of the failure of the Eastern Shore Rail Road, to which the sum to be expended on the Eastern Shore was first to be given, it should remain "subject to disposition by any future Legislature," *as an existing appropriation*, to be allotted by them to such works of Internal Improvement, as might hereafter be projected in this section of the State.

The Eastern Shore Rail Road was commenced on the eve of the financial crisis similar to that which now exists; and this constituted a sufficient reason for apprehending its failure, and providing for the contingency thus arising.

The apprehensions in regard to the failure of this railroad were fully realized, and an act was passed in 1839 for the purpose of winding up its affairs.

By this act it was directed that the amount which had been already expended, viz:—$152,764 14 should be deducted from the million appropriated to this part of the State; thus leaving the sum of $847,285 86 still remaining due, as the *unexpended balance of this appropriation.*

After the failure of the Eastern Shore Rail Road, a Road was constructed in Delaware, under the name of the Delaware Rail Road, for the purpose of connecting the counties of that State with the cities of Baltimore and Philadelphia.

By a connection with that road, the counties of the Eastern Shore of Maryland could obtain the same facilities which the original Eastern Shore Rail Road was intended to provide; and for this purpose an application was made to the Legislature of Maryland, in 1853, for a re-enactment of the charter of the Eastern Shore Rail Road Company, the provisions of which could be made applicable to the proposed road, although in fact it was to be a different road from the one previously incorporated under that name. The act passed in pursuance of this application vested in the company so incorporated, all the property and effects of every description which were by the Eastern Shore Rail Road Company, incorporated in 1835, surrendered to the State. Provided, nevertheless, that nothing herein contained shall be construed to transfer to the Company incorporated by this act the subscription made by the State to the capital stock of the Eastern Shore Rail Raod Company in 1835.

This prohibitory clause is a distinct recognition by the Legislature (since the adoption of the present constitution) of the existence of this appropriation; and of the necessity of such a proviso to prevent its "transfer" from the Treasury of the State to that of the Eastern Shore Rail Road Oompany, when that Company had not applied for any portion of it, and was only entitled to its proper share of this common fund.

The first application for the payment of any portion of this fund was made by the Md. and Del. Rail Road Company, during the last session of the Legislature.

The bill for this purpose together with several others for similar works on the Eastern Shore (among which was the Eastern Shore Rail Road mentioned above) was introduced into the House at a late period of the session, and after a thorough investigation into the merits of the respective applications passed that body by a vote of nearly two to one. It was not until the last night of the session that these bills were reached in the Senate. The only one which was then acted on was that of the Queen Ann's and Kent Rail Road Company, which was lost by two votes. But under a strong sense of the justice of these claims, and of the difficulty of making a correct disposition of the several portions of this fund without more mature deliberation, the Senate decided to decline further action at that time; and to place upon their journal the recorded evidence of the reasons which had led to the adoption of this course in the following preamble and resolution which passed by a vote of more than two to one:

"Whereas the Bill entitled a supplement to an act for the promotion of Internal improvements passed at December session, 1835, ch: 395, is now at 11 o'clock P. M. on the last day of the session before the Senate after being passed by the House of Delegates, and there is not time to give it as full discussion and consideration as its merits and the magnitude of the interests involved demand. Therefore

Resolved, That said bill is hereby referred to the favorable consideration of the next session of the legislature."

We desire to call particular attention to this proceeding on the part of the Senate, as the only instance of the kind to be found in the Legislative history of the State.

In view therefore of the whole action of the Legislature, the company felt themselves fully warranted in progressing with the construction of their road in the full assurance that the Legislature, at its next session, would pass a bill, directing a suitable portion of this fund to be placed in their possession.

The views of the last legislature in favor of the payment of this appropriation, have received the emphatic sanction of the people by the election of a Governor, who is known to be warmly in favor of it, of a large majority of members in both branches, belonging to the same political party who had the ascendancy in the house by which these bills were passed; and by the further fact that all the members of the last house who were reelected voted for these bills. The summary above presented contains all the facts connected with the Legislative history of this measure.

Desiring, however, to present to the consideration of the company and the Legisture everything connected with this question we will next refer to the only ground of objection which we have urged against it, viz: that by the present constitution, the Legislature is prohibited from making appropriations to works of internal improvement. It is not to be supposed for a moment that a State which has been so particular in keeping its plighted faith to its *foreign* creditors, would deliberately repudiate its obligations to its own citizens: or that a convention charged with the sole duty of framing a constitution would interfere with the pecuniary engagements of the State, previously contracted, except as far as might be necessary to show that the action of the convention was not intended to prevent their punctual fulfillment.

This is precisely what was done in art: 10, sec: 7, of the constitution which declares that "all rights vested and liabilities incurred shall remain as if this constitution had not been adopted."

If an appropriation made by a solemn enactment of the Legislature, the payment of which is not only provided for by the usual phraseology, but is guaranteed by a solemn pledge of the faith of the State, taken in connection with the imposition of a tax which has been paid to an amount exceeding that of the original appropriation, and that too, before the payment of the appropriation was applied for; if this does not constitute a "liability incurred" then has language lost its meaning and justice become an empty name. It should also be remembered that to defer the payment of an obligation amounts in some instance to almost as great an injury as a refusal to pay it altogether. When the application was made to the last Legislature, the treasury was overflowing; and no additional taxation would have been required. The condition of the Treasury has since become still more prosperous, through the operation of measures adopted by the last Legislature; in addition to which, a claim of several hundred thousand dollars has been recovered from the general Government.

What on the contrary has been the effect upon the company, of the failure by the State to meet its obligations. Only six months ago they were compelled to decline a proposition made to them by responsible parties for the completion of their road by the 1st of Jan. 1858, for a cash payment of $5000 per mile making the whole amount required in cash only $20,000, greater than the combined amounts of their present stock and the part of this appropriation asked for by them during the last session.

Had the appropriation been paid at that time, the additional amount required could have been raised in stock, in a single day, and thus has the delay in the payment of this appropriation, prevented the completion of the road before the occurrence of a pressure, the duration of which cannot yet be foreseen. An opportunity, however, is now afforded for the State to do retributive justice to a considerable extent.

The present financial crisis has caused a great reduction in the prices of iron, provisions and labor; and a corresponding increase in the value of money, and we hope that this will be regarded as an additional reason for speedy action in the payment of this long deferred obligation.

Is not the State our common parent?—Are we not entitled on every principle to the same benefits which our brethren of the Western Shore have received? Can it be possible that in this land of equal rights and equal justice, our dues can be longer withheld from us, whilst we are still performing cheerfully and punctually all our obligations to the State?

It is worthy of remark in this connection that the Southern Rail Roads have been comparatively exempt from difficulties during the present crisis, and therefore are not liable to the same objections as an investment, that apply to the Northern and Western Roads. The same may be said of the roads in this State, and of those with which our road is intended to connect; thus affording a gratifying assurance that our expectations in regard to profits will not be disappointed.

The condition of the grain market at the present moment affords the strongest evidence of the necessity for this road. The price of corn in Baltimore is nearly 33 per cent. less than in New York, and this will always be the case whilst we are compelled by the near approach of the suspension of navigation in winter, to hurry our whole crop into market at one time, and that before any part of it is in prime order. This difference in prices, less the smaller difference in freight, is the amount which is lost by the farmer. Most of the corn which is purchased from us at so low a rate in Baltimore, is shipped to New York and Boston, and either consumed there, or re-shipped to Europe. It is purchased by agents of Northern Houses who thus profit by the necessities of the farmer and reap the hard-earned fruits of his labor.

Now this loss is so much abstracted from the aggregate wealth of the State, by which the whole State sustains an immense injury. The part of the State on which it falls most heavily, next to the Eastern Shore is the city of Baltimore; for it is there that most of our money is expended, and whatever diminishes our ability to purchase detracts so much from the profits of those with whom we deal. Let our produce be sold where it may, the largest portion of our purchases must always be made in Baltimore, because they can be delivered much nearer to our dwellings by water than by Rail Road—because we feel a pride in the prosperity of the emporium of our State, as we have proved by the large amount of taxes we have paid, and are still paying, for her benefit; because we have frequent occasion to visit Annapolis and Washington neither of which we can reach in Winter without passing through Baltimore; and because, in the expressive language of an address from the city of Baltimore to the people of Maryland in 1836. "The bonds between us are not only those of interest, of joint citizenship, or of mere association; they are the bonds of consanguinity and affection."

We are now practically cut off from all intercourse with our representatives during the session of the Legislature, an evil from which we have a right to be relieved, and from which the State, to whose support we contribute so largely, is bound to aid in relieving us.

The effect of opening a connection with Philadelphia and New York would therefore be beneficial to Baltimore, even if our grain should be sent direct to those markets: but this is not the only respect in which she would be benefitted. The competition between the different markets would have the effect of equalling the prices by raising those in the Baltimrre market, and this would draw to Baltimore an amount of produce from other places, that is now sent to Philadelphia and New York, greater than the loss she would sustain in our business whilst the farmers on the Western Shore would be largely benefitted by the increased prices they would thus obtain. These are some of the considerations by which the enlightened representatives from Baltimore city, and from Baltimore, Harford, Howard, Charles, Allegany, Carroll and Annne Arundel counties were influenced in their support of this measure during the last session. It is due to them, however, to say, and we take pleasure in doing so, that they manfully sustained the justice of these claims, as obligations binding upon the faith and honor of the State and which ought therefore to be honestly discharged without regard to their effect upon any other interests whatever.

There is another point connected with this appropriation in which the city of Baltimore and the Eastern Shore have a deep common interest. We allude to a direct connection between the Delaware Rail Road and Elkton, thus making the Junction with the Philadelphia & Baltimore Rail Road at a point equidistant from both cities; and placing Baltimore on an equal footing with Philadelphia in regard to the trade of the whole peninsula. The length of road to be constructed would not exceed 14 miles by which a saving of 28 miles would be effected in the distance from every part of the peninsula to Baltimore. The junction with the Delaware Rail Road might be made at a point where it approaches within a trifling distance of the State line and the new portion would thus lie almost entirely in Maryland, and form a legitimate object for a part of this appropriation.

In conclusion we would urge you to renewed efforts in the noble enterprise in which we have embarked.

If our own experience does not furnish incentives to exertion we would refer you to the following extract from the address above mentioned.

"The people of Baltimore rejoice to see their fellow citizens of the Eastern Shore turning their attention towards work of Internal Improvement. We feel persuaded that an intelligent devotion to this policy on that side of the bay cannot but produce the best effects upon its domestic prosperity. Villages most grow along the line of communication and many sections of country now unimproved will be converted into thriving and profitable farms. If the enterprise of the Eastern Shore be united upon works calculated to facilitate their communications with commercial markets North and South there can be no doubt of the ready co operation with them of the friends of Internal Improvements throughout the State."

The convention which assembled in pursuance of this address included representatives from every county on the Western Shore except Calvert, and we commend the grounds on which they urged the making of this very appropriation as the best reasons for unremitted exertion on the part of our own citizens.

"First, Because it is designed to open to the inhabitants of the Eastern Shore an easy access to the neighboring States whereby they may not only have a choice of markets, but also be enabled to supply those markets with many agricultural products which at present they find no motive to cultivate, and which, under the cheap and rapid transportation of a Rail Road, will become a source of great value."

Second, Because it must have an obvious tendency to stimulate the industry of the people residing on the Eastern Shore, by the inducements it will afford to the improvement of Agriculture, by augmenting the value of land, *increasing population*, promoting mechanical and commercial employments, and in other respects meliorating the condition of the inhabitants—

And third, Because being a matter of interest to other communities it will bring a large amount of foreign capital to be expended in the district and afford employment and profit to many citizens of the State.

By order of the Board,

TENCH TILGHMAN, Pres't.

SAGACITY OF THE BEAR.

Several anecdotes which were related to me by our guide, concerning the habits of the bear would seem to entitle him to a higher position in the scale of animal instinct and sagacity than that of almost any other quadruped. For instance, he says that before making his bed to lie down, the animal invariably goes several hundred yards with the wind, at a distance from his track. Should an enemy now come upon his track, the must approach him with the wind; and with the beat's keen sense of smell, he is almost certain to be made aware of his presence and has time to escape before he is himself seen.

He also stated that when pursued, the bear sometimes takes refuge in caves in the earth or rocks, where the hunter often endeavers, by making a smoke at the entrance, to force him out; but it not unfrequently happens that, instead of coming out when the smoke becomes too oppressive, he very deliberately advances to the fire, and with his fore-feet beats upon it till it is extinguished; then retreats into the cave. This he assured me he had often seen. Although *these statements would seem to endow Bruin with something more than mere animal instinct*, and evince a *conception of the connection between cause and effect*, yet another anecdote which was related to me would go to prove this curious quadruped one of the most stupid fellows in the brute creation.

My informant says that when the bear cannot be driven out of the cave by smoke, it sometimes becomes necessary for the hunter to take his rifle, and with a torch to enter the cavern in search of him. One would suppose this a very hazardous undertaking, and that the animal would soon eject the presumptuous intruder; but, on the contrary, as soon as he sees the light approaching, he sits upright on his haunches, and with his fore paws covers his face and eyes, and remains in this position until the light is removed. Thus the hunter is enabled to approach as close as he desires without danger, and taking deadly aim with his deadly rifle, poor Bruin is slain. These facts have been stated to me by three different Indians in whose veracity I have much confidence, and I have no doubt are strictly true.—*Captain Marcy's Expedition.*

AN IMPORTANT DISCOVERY.—General Piobert, of the French artillery, and a member of the Institute, has made a discovery by which the explosion of gunpowder in magazines may be prevented. It consists simply in mixing the gunpowder with coal dust. When the gunpowder is required for use it is only necessaty to sift it—the coal dust falls through the seive and the gunpowder resumes its original qualities. The experiment has been tried on a large scale with complete success. A magazine filled with gunpewder so mixed was set on fire, says the *Monitur de l' Armee*, but no explosion took place. The gunpowder burned like any other combustible matter, as pitch or tar, and the fire was extinguished with the common pump.

A Dutchman, in describing a span of horses which he had lost, said:—"Dey wash very much alike, specially de off one. One looks so much like both I could not tell todder from which, when I went after the one I always caut the oder, and I whipped the one most deal because the oder kicked at me." He thus describes an accident:—"Vonce, a long vile ago, I vent into mine abble orchard to climb a bear tree to get some beaches to make mine vrow a blum pudding mit, and ven I gets on the toppermost branch I fell from the lowermost limb mit one leg on both sides of the fence, and like to stove my outside in."

The following came off recently:—Two gentlemen fishing. Sharp boy appears:

"Well, sir, git any bites?"

"Lots of 'em."

"Y-e-s, under your hat."

Race between boy and divers and sundry stones—boy a little ahead.

"Sarah, will you have me?" said a young man to his lady love, "No, John," replied the girl, "but you may have me if you wish to." Jerusalem artichokes! we wish *somebody* would tell *us* so.

Beautiful extract—Helping a handsome young lady out of a mud hole.