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EDITOR AND PROPRIETOR.
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TERMS.

TWO DOLLARS, if paid within the year, or TWO DOLLARS AND FIFTY CENTS at the end of the year. Clubs of ten, cash in advance $15

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The Easton Star.

A WEEKLY JOURNAL—DEVOTED TO NEWS, POLITICS, LITERATURE, AGRICULTURE, ADVERTISING, &C.

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TERMS OF ADVERTISING.

THE STAR has the largest circulation of any paper published on the Easton Shore, and therefore is the best means of advertising.

TERMS.—One square three insertions $1.00, and 35 cents for every additional insertion.—A liberal deduction in prices to those who advertise by the year, or for six, or three months.

Advertisement sent to the office *not marked* the number of times to be inserted, will be continued till ordered out, and charged according to regular rates.

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Marriages and Obituary notices inserted free of charge.

Poetry.

IS A MAN A BIT THE BETTER.

Is a man a bit the better
For his richest golden gains,
For his acres and his palace,
If his inmost heart is callous,
Is the man a bit the better?

And if the man's no bit the better
For his coffers and his mines,
For his purple and fine linen,"
For his vineyard and his vine,
Why do thousands bow the knee,
And cringe in mean servility,
If the man's no bit the better!

[From the Louisville Bulletin.]

Love is not Always Blind.

Some twenty-two years ago it was my fortune to form the acquaintance of a young mechanic, just from his apprenticeship, in this city, named Henry———. He often visited my room, and would spend three or four hours an evening with me. Although what was called a fashionable young man, and living as he did up to his income as a journeyman, he was studious and fond of books—ever desirous to read such books as tended most to form the character and qualify the mind for the more enviable walks of usefulness in society.

Henry was free from dissipated and vicious habits, ever sociable and lively. His education was such as is given unfortunately but to many young boys put out as apprentices to the different trades—so very limited in extent that it required more than ordinary study to enable him to acquire a tolerably correct knowledge of the theory of mechanics, so that he could combine practice with it; yet he did in an unusally short time master both the theory and the practice.—I found him more and more desirable as a companion after the labors of the day, and would sigh when he was compelled to be absent from my room.

Henry had free access to a well selected but small library in my room. He made the best use of it.

Some ten or twelve months of this most agreeable association passed over us, when a change came over my young friend. I saw him but seldom, and when he did call upon me I found him restive and melancholy—no disposition to read. He would sit by the hour in reflection, until aroused from the thoughtful mood, I would laugh at him, joke with him, accuse him of some love scrape to no purpose. The secret was not to be unveiled to me through that channel. Finally, I determined to posses his confidence, and urged him to impart to me the cause of this most remarkable change, when a full disclosure of all was made me.

He had engaged to marry a girl some seventeen years of age, the daughter of a poor widow, who had to assist her parent through her needle work to support their little family; and, on communicating this contemplated union to his employer, Harry was informed that on his marriage he must seek work elsewhere, as he, Mr. S., boarded his hands, and could not accommodate husband and wife; nor would he employ a man in his shop unless he would board in the family.—Henry had no money, and could get work in no other establishment in the city. I fully appreciated his distress, and at once proposed that he should introduce me to his intended.

The evening came, and the Queen of Light looked down from her glory in all her majesty.—It was in the month of May, and nature smiled and shone forth in all her loveliness. After a walk of four squares we stopped in front of a small two-story frame house; the house stood back some forty feet from the street fence, and the yard was beautifully decorated with flowers vines and such like ornaments, evidently speaking loudly in praise of some skillful hand within the tenement. Henry entered the gate, bidding me in. On his knock the door was opened, and in a small, neatly furnished room we seated ourselves. In a short time thereafter a side door opened, and I was introduced to Miss Mary———. She was really a lovely girl, whose unassuming and unconcious dignity of manner convinced me of the wisdom of Henry's choice. We were joined by the mother, a plan but comely women, and two small children.

I was received by this little family in a most cordial manner, which gave evidence that by character I was no stranger. I found Mary to be a girl of more than ordinary mind, greatly superior, in point of intellect, to many young ladies of better condition and greater advantages of life.

The evening was passing-away, and the time for the union of the young couple was not far distant; hence no time was to be lost. Thus, in the presence of Henry, Mary, and the mother, I opened my business, or the object of my visit.

I was more than successful, and before Henry and myself left the house, I prevailed on them to postpone their union for one year longer, binding myself to be responsible for consequences on his part. I further exacted a pledge from Henry that he would make me his treasurer for the time agaeed upon, and made him a good calculation based upon constant employment and good health, in regard to the amount he could save from his earnings. The day following I called upon his employer, (being on intimate terms with him and informed him of everything in stric confidence. He viewed it favorably. Thus stood Henry's case. I then called upon the late most worthy firm of Kane & McGrath, merchants tailors who ever stood at the helm of fashion during their day, and imparted in full to my more intimate friend McGrath the case of Henry and Mary.

Mac entered into my plans with a degree of spirit I did not expect, and promised to supply Mary (she being one of the best seamstresses in the city,) with the most profitable work put out for women to make—and his promise was fulfilled. McGrath had a heart in the right place. Thus passed the time, when after the lapse of six months I was made treasurer of Mary also. At the close of the year Henry and Mary had in my hands about four hundred dollars, and I found but little opposition on their parts to a postponement for another year—inasmuch as they had done so well during the first. And thus did time pass and never have I met with two beings more warmly and affectionately bound together. Mary laid aside her finery and was clad in less expensive apparel, but at all times the pink of neatness, and Henry was not slow to follow her example. I was at the period referred to, a teacher in the Sabbath School in Christ's Church (no doubt a better man than I am now,) and it was with feelings of pride and admiration I would see Henry and Mary attending church once or twice a Sunday—arm in arm would they go to and return from Church. Although they were not members of any religious order they made it a duty, and it was no doubt a safe guard for them to attend church.

Between four and five years passed, and I was about to give up business to prepare myself to enter the regiment raised under the requisition of Major General Gaines, for the south-west frontier of Lousianna, when I advised that the long postponed marriage should take place, and on the day following I paid over to the young folks over two thousand dollars principal and interest, giving to each of them the amount deposited with me. In a playful manner Mary handed over to Henry the sum thus given to her accompanying the gift with a sweet kiss. Henry's employer proposed to take him in as a partner in business but Henry had made other arrangements and determined to move some two hundred and eighty miles west of Louisville, and there to commence his business. I left for the south soon after his departure, and in the ups and downs of life I almost lost sight of my young friends until one day within the last year, as I was on my way down Fifth street to Maine, who should meet me; on their way to my shop to see me but Henry and Mary—a most unexpected and cordial meeting. Mary did not shrink from giving me a sweet kiss. It was none of your affected side wipes, but a klss from the heart hailing me as her old and most valued friend. By their side were two sweet children. Mary, in form was all her husband could desire. Her eyes were just as bright as ever. I invited them to my house, but the boat which had just landed, on which they had taken passage would not remain long enough to permit them to accept my invitation. I accompanied them to the river and saw them off. They were on a pleasure tour to Niagara Falls, Albany, and Boston and to return by New York, Philadelphia, Baltimore and Washington city, &c. I have since this meeting ascertained that Henry is worth from seventy to eighty thousand dollars. A man of moral worth: in point of usefulness he has few equals where he resides, and as for his wife, she is universally admitted to be one of the best women and wives, ever found with her husband on all proper occasions, sensible, no doubt, whatever adds to his happiness more than repays her for all attentions.

The above gentlemen, is true to the letter. There are now surviving in our city those who will recognise it as true, if it should, in your judgment, merit a place in your ever welcome bulletin, your friend,

T. M. H.

GOVERNOR GARDINER.

Governor GARDINER, of Massachusetts, has declined to remove Judge LORING, in accordance with the address of the Legislature of that State, and many leading journals appear to be at a loss for terms to approve him in, and do him honor for an act which they represent as indicative of conservative and law-abiding sentiments in his excellency. Now we dislike very much to deny any man the credit of a good action, no matter what the motives, because there is an inherant nobility in well doing which will always more or less redound to the credit of the actor. But such an act as this, at such a time, apart from its real motive is valueless: and if unaccompanied by sincerity, is a mockery and and a cheat. Very little good, we apprehend, in being conservative in politics for mere reasons of state-craft. Independence in action, based upon mere expediency in motive is no independence at all. There can be no honesty without sincerity; and, not believing Gov. GARDINER to be sincere, we are disposed to deny him the credit of being honest. His late antecedents rob him of all credit for this act. Elected as a radical upon a radical and intolerant platform, associated with radicals, hand in hand with fanatics, known to be as bitterly sectional in his views as any man in the nation—all these facts mark him, and fix his character beyond hope of redemption by one such veto as this. He voted, as an overseer of Harvard College, to eject Judge LORING from his professorship, and thus aided in heaping on him a biterer insult than the action of a run-mad Legislature would have been if successful. The fact is, the Governor "heard the thunder," he saw the universal abhorence in which the removal of LORING was held throughout the nation. He knew it would damn the Know-Nothings and operate unfavorable in Virginia so to save his party from instant ruin, his friend and follow radical, FLOURNEY, from certain defeat, and himself from lasting contempt, he has smothered his individual bitterness for the time being and essays to play the conservative. We can praise no such man as this. We don't think this play will catch the Jack, either.

The above article is from the *Planter's Advocate*. The following from the *New York Tribune* confirms the justness of the Advocate's strictures.

We learn that the Governor of Massachusetts is anxious to take the back track in his action in regard to Judge Loring. The Governor or his friends are proposing to make terms with that sentiment which in his refusal to move that obnoxious Judge he so much offended. This is natural enough. There never was a short-sighted man yet who blundered into a quagmire that was not very desirous to get out. Mr. Gardiner now begins to see where he has placed himself by his action in this case. It is a pity for his own sake he could not have seen it before. But there is a large class of men in this world who never foresee the consequences of conduct, but only perceive them after the action is performed. They are men of outsight rather than insight. They may be likened to the physician who has to trust to a post-mortem examination to find out what ails his patient. Gov. Gardner has laid himself out, and we do not see that the inspection of his conduct now can do anything more than disclose to him the cause of his political demise

Still, being at a distance, we cannot positively say there may not be a possible chance for a resuscitation of his remains.

ALMOST ANOTHER ARETIC CALAMITY.—The steamer Golden Age left San Francisco on the 17th ult., with about 800 passengers, among whom were Mr. Aspinwall, president of the line; Captain Allen McLane, Rev. S. H. Willy, and a large number of ladies. Captain Watkins, of the ill fated San Francisco, was her commander. All went well until two o'clock on Sunday morning, the 19th, when she struck opposite the island of Quibo. The scene that followed is thus described:—

A crush ensued, and the steamer stood still. A silence followed for a moment, tending to inspire the mind with awe, each whispering to a neighbor. "What is it?" "What has happened?" Rushing tumultuously on deck, it soon became too evident to us all what was the matter. The noble steamer was aground in about twelve feet, with the deep water of the mid-channel under her stern-post, her fore foot knocked away, stem broomed and the water coming in rapidly, steam roaring through the escape pipe, and the beam at 45 degrees, (the engine being on its centre.) All this required but a few moments for its full comprehension, for the people generally were pretty cool, and discipline prevailed.

"Beach her as quick as God will let you," said Capt. Tyler to the commander, who saw from the quantity of water in the fire room, to say nothing of the smell of gas produced by the water entering the furnaces, that the leak was a very serious one. The weight of water found its way in the after hold, owing to the inclination of the keel, and buoyed her bows from the rocks, by reason of which she came gently off, and rolling heavily, shifted the immense bulk of passengers from side to side on the huricane deck. A turn-back cleared her off the reef. A turn ahead and she struck again, being slow to answer her helm down. She struck tremendously, as though the swell set from under her, and so let her down upon the rocks—she careened badly, and took in water on her starboard guard.

Capt. McLane says the night was a beautiful moon-light one, and the sea calm. Immediately on striking a great volume of water rushed in, and notwithstanding the pumps were promptly brought in requisition, in about five minutes they had 15 feet of water forward, and 17 feet aft and amid-ship. He then adds:

Having a good head of steam, Watkins determined to run on a little further for the main reef which he knew lay a short distance ahead. Upon starting, she rolled heavily from side to side, and steered wildly, coming to too much, and striking a second time. He backed her off keeping stem clear, and again went ahead, running along the reef, delaying his purpose of beaching her so long as he had steam to force her ahead until he should find a spot offering the best chance of saving his passengers. Of course time flew, and thus passed another five minutes, the water up to the furnaces of the port boiler, and above those of the starboard one—all the fires of the latter out. She still had steam in the boilers—the engineers and firemen up to their necks in water in the fire room. A few hundred yards ahead we could make out a small cove, beyond the point of the island, lighted apparently with a sand beach. The steamer still went on, under command of her helm, the water still gaining above the pumps, bailing, &c.—Another five minutes, and the balance of the fires were out. We had about a hundred yards yet to go to our cove, which we where now nearly abreast of.

The captain put his helm hard a-port and headed right to the beach—water along the side continued deep, and the engine turned over very slowly. Ten fathoms, six fathoms, and finally she stopped, her bow within thirty feet of the shore but so slow was she moving that no one felt the stop. We had 17 feet all round; the boilers had only steam enough left to make some two or three revolutions. After our first feeling of gratude to Almighty God for our deliverance from sudden and fearful danger—from the Artic's fate—we paid tribute in admiration to Watkins for his admirable coolness, presence of mind and great efficiency, quick thought and prompt action.

The reef or rock on which she struck could not, in my opinion have had more than a foot less water on it than the steamer drew, so that a little less draught of water, or a full tide, would have taken her all clear. It appears to me to be a sunken rock or reef, which makes out from the north west point of Quicara.

Rev. Mr. Willey also highly commends the conduct of Capt. Watkins and his crew, as well as that of the passengers and adds.

Had the sea been rough at the time, or had the night been dark, or had there been a particle less propelling power in reserve, or had there been any hesitancy or indicision in adopting the course pursued, or confusion and panic while it was being carried out—had any one of those circumstances been against us it must have proved disastrous, and, in fact could hardly have resulted in anything less appalling than another Arctic scene.

RATHER HARD TALK.—In reply to an accusion that the young men of the present day are "seldom thinking," a popular writer says: It is to be questioned whether the young women of the present day *ever think at all;* they are certainly idling all day long—never doing anything, unless one of their own sex comes in who has just changed her title of "Miss" for "Mrs." and asks her to be so kind as to crotchet her a round for a baby's cap, or a small piece of lace for the little one's dress: then their fingers go nimbly enough; but as for anything about the house, it is entirely out of the question. If asked, the only reply is; "No, indeed, I have got my new dress on!" and away she goes to the piano-forte, and commences running her finger over the keys, and there trifles away time that ought to be spent in learning how to manage a house.

MARS AND BACHUS.—Why is a soldier like a vine? Because he is listed, trained and forced to shoot.

AGRICULTURAL.

EDUCATION OF FARMERS.—Hon. Sidney Perham, Speaker of the present House of Representatives, of the State of Maine, himself a practical farmer and school teacher, in an address delivered by him last fall, before the Kennebec Agricultural Society in Wayne, urged the importance of providing means for Agricultural education, and amongst other sensible things, spoke as follows:

"There is no reason why the aid of science may not be secured to assist us in this pursuit as well as any other business. Indeed there is no occupation which opens so wide a field for individual improvement; none which present so varied a combination of elements, and in which broad fields of science open so invitingly.

Too much of our farming is mere guess work, More fail for the want of more practical knowledge of their business than from any other cause. Our farmers, though they are as inteligent as any other class of people, are beginning to feel sensibly the need of a more perfect knowledge of the business in which they are engaged. They ask that they may be furnished the same facilities for qualifying them and their children for the duties of life that other professions enjoy. They *demand*, not only as a favor, but as a *right*, that while they are contributing of their hard earnings for the establhshing and maintenance of institutions and colleges, for the special benefit of lawyers, doctors and politicians, they too, may have access to such institutions as will furnish the means for a thorough knowledge of their profession. Every one will acknowledge that the more intelligence, the more knowledge a man has, the better he is qualified, other things being equal, for the management of a farm. The mind has something to do with the economical expenditure of labor as the body. Mere muscular strength has less to do in making up a farmer than general practical inteligence. The man who is practically educated is a thinking, knowing, reasoning man, always searching for more knowledge,—making all his actions subservient to the accomplishment of some important purpose; and from his own and the experience of others, he is continually making new accessions of the means of influence and usefulness. Mind, intellect as well as physical effort, is essential to success. The *thinking* farmer, who knows how to put his hands to the plow and spade, has a double advantage over him who merely acts, without having well defined ideas of the advantages and results of such actions.

BONES.

Save all the bones of the meat consumed on your place, and every other place, as every 200 pounds dissolved with 100 lbs of sulphuric acid diluted with twice the quantity of water, if mixed with ten bushels of spent ashes, will fertilise an acre of ground sufficiently well to carry it through a four or six years' restoration—to be harrowed in.

Attention to such things may be considered a small matter, but attention to such things though it may be considered small, are calculated to produce large results; for one acre thus manured that previously would not bring more, that 4 bbls, of corn, may be made to bring 10 bbls and continue in good heart for several years. The world itself is an aggregation of small particles, so formed by our Creator, that a man should not hold himself above so divine an example.

While upon this branch of the subject we will remark, that there is scarcely a farm or plantation of any considerable size in the country, whereon there are not soap suds, pot liquor and urine enough made annually to fertilise 100 loads of marsh mud, river mud, woods mould and kindred substances so as to make the whole the most rich manure, if these substances were, as made poured over the rough materials named and a little plaster sprinkled thereon; 100 loads thus made would manure 5 acres of land thoroughly and well, and make it bring as many bushels per acre of any vegetable products as would 300 lbs of guano bring us many bushels per acre of any ve- of land throughly and well, and make it no per acre—with the difference in favor of the former—would last longer. To be sure, the hauling and spreading might make it cost more, but then being of domestic production, the fact of its being so ought commend it to attention.—*Am. Farmer.*

A NON-PLUSSED SOW.

One of our western farmers being very much annoyed last summer by his best sow breaking into a corn-field, search was instituted in vain for a hole in the rail fence. Failing to find any, an attempt was next made to drive out the animal by the same way of her entrance; but of course without success. The owner then resolved to watch her proceedings; and posting himself at night in a fence corner, he saw her enter at one end of a hollow log, outside the field, and emerge at the other end, within the enclosure "Eureka!" cried he, "I have you now, old lady!" Accordingly he proceeded, after turning her out once more to arrange the log (it being very crooked that both ends opened on the outside of the field.

The next day the annimal was observed to enter at her accustomed place, and shortly emerge again. Her astonishment at finding himself in the same field whence she had started, is to ludicrous to be described! She looked this way, and then that, grunted her dissatisfaction, and finally returned to the original starting-place; and after a deliberate survey of matters, to satisfy herself that it was all right, she again entered the log.—On emerging yet once more on the wrong side, she evinced even more surprise than before, and, turning about, retraced the log in an opposite direction. Finding this effort likewise in vain, after looking long and attentively at the position of things, with a short, angry grunt of disapointment and perhaps fear, she turned short round and started off in a brisk run; nor could either coaxing or driving ever after induce her to visit that part of the field. She seemed to have a "superstition" concerning the spot.

SHAKSPEREAAN.—"Paws for a reply," as the cat said when she scratched the dog for barking at her.

REPORT
OF THE COMMISSIONERS
OF THE
Maryland & Delaware Railroad.

By the Act of Assembly passed on the 10th of March, 1854, entitled "An Act to incorporate the Maryland and Delaware Rail Road Company," it is made the duty of the commissioners who are named therein "to procure at any time within two years "from the passage of this act a sufficient "number of suitable books, and to open "the same for subscriptions to the stock of "said Company at such time or times, "place or places, as they shall think prop-"er."

A desire to perform this duty in the manner most conducive to the success of the object contemplated in the act, and the interest which they feel individually in the proposed measure, has led to the investigation of various considerations having a bearing upon the question at issue.

Before proceeding further in the performance of their duty they desire to submit to the people of the several counties interested the views which this investigation has suggested, and to ascertain their wishes in regard to future action.

By the 12th sec. of the act, authority is granted "to locate and construct a Rail Road from the town of Easton, or any other point or points in Talbot County to the line dividing the States of Maryland and Delaware and thence to connect with the Delaware Rail Road, or with any of its branches at such point or points as may be secured by charter from the Legislature of Delaware; and also to construct lateral branches in any direction, and to purchase and hold Steamboats to ply in connection with their said road to any places whatsoever."

As a connection with the Delaware Rail Road could not be made without obtaining authority from the Legislature of that State, application was made, for that purpose, at the recent session of the Legislature, in consequence of which the following provision was inserted in the act for the completion of the Delaware Road.

"Whenever the Company incorporated by the State of Maryland called the Mary-"land and Delaware Rail Road Company "shall have constructed a Rail Road to "some point on the western line of this "State in Murderkiln or Dover Hundreds, "in Kent County, it shall be the duty of "said Delaware Rail Road Company, by "the time such branch shall be completed, "to construct and complete a branch from "the main trunk of that road to the said "point; or to permit the said Maryland and "Delaware Rail Road Company to make "the said Road; and to form such connec-"tion with the Delaware Rail Road upon "terms equally favorable as those upon "which the Delaware Rail Road connects "with the Phil. Wil. & Balt. Rail Road."

The terms here referred to are of the most favorable kind and entire security is thus provided against any imposition to which the Maryland and Delaware Rail Road might have been subjected on the part of the Roads to which it would be tributary. These are some of the chartered privileges which have been secured. It is for the people to determine whether they will use them now or postpone their exercise to a future period.

We are authorised to state that the Branch in Delaware, will be commenced by the Delaware Company whenever the Maryland Company is ready to begin; and prosecuted at the same rate mile for mile: so that as soon as the first ten miles shall be completed within this State, 20 miles of the road can be put in operation. By this arrangement the construction of ten miles of the road is provided for; and the distance to a terminus on first rate navigation near the Bay reduced to about 40 miles; whilst the length of a branch to Centreville would vary from 12 to 18 miles according to the route that might be selected. It is impossible to speak more definitely in regard to route, both from the want of accurate charts and because the choice of location will belong to the company after it is organised. The general direction, however, is indicated by the nature of the country, and may be described as follows:—commencing on the Delaware Rail Road, near Dover, and running in a westerly direction to the State line—thence by a south west course to tide water at Oxford by whatever route would best accommodate the towns of Greensborough, Denton and Easton; connecting with Centreville by a branch, and with Cambridge by Steamboat.

This route combines in a remarkable degree many of the elements most important to the success of a Rail Road. The section of country which it penetrates, is certainly superior in fertility and improvement to any other portion of this peninsula, of equal extent, and will compare favorably with most sections of the Union. The number and importance of the towns, the cheapness of construction, the extent of the road, (thus increasing the business in a much greater degree than the expense of working it) and the trade and travel from the Chesapeake Bay and the South; especially, in the winter season, are regarded by those of great experience in such enterprises, as sufficient to ensure the profit of the stock; whilst the advantage of Rail Roads to the country to which they pass is so obvious that to argue it seriously, seems almost like attempting to prove the truth of an axiom in Geometry. We are aware, however, that there is one reason, and we believe only one, why it has been thought by some that Rail Roads, were not as necessary here, and would not be so advantageous, as they have almost invariably proved to be in other places. We allude to our facilities for navigation. That the actual necessity is less, we freely admit, for surely no one will deny that those who have the benefit of good navigation are better off, for ten months in the year, than those who are dependant on land navigation by waggons and ordinary conveyances; on the contrary, it is equally clear, that during the remaining two months, when navigation is suspended, we are worse off than those parts of the country, where the want of navigation has led to the construction of good turnpike roads. But that rail roads would not increase our advantages here, in a very great degree, we are not prepared to admit; except upon the principle of those who consider Steamboats unnecessary, where there are plenty of sail vessels, or of the youth, who deserted his sweetheart to make love to his grand-mother. Whenever either distance or time has been shortened, great advantage has resulted from the construction of rail roads; even where the best navigation existed and both led to the same market; and there can be no stronger proof of this, than the fact, that there is scarcely a single navigable stream, from the Delaware to the Kennebec that has not a rail road on its banks in successful operation. In our case, the rail road would lead to different, and vastly superior markets, and what is still more important, it brings the market to the farmer, in a degree that navigation can never do. What can present a more striking contrast than a country with a daily market for every article it can produce, compared with one which has no market for anything but grain, and no certain conveyance for that at the particular moment when the highest price can be obtained for it. So long as we are confined to the present mode of conveyance, speculation and gambling in grain, will always continue; and prices be raised by the buyer at one time for the very purpose of inducing the farmers to send large quantities of grain to market, in the delusive hope that the price will continue. On the contrary, when grain can be delivered with certainty at any time, it can be sold by the sample before it is taken from the barn. In this way, alone can that speculation be prevented, of which the farmer is sure to be the dupe and the victim, and the fruits of his toil transferred to the pockets of the miller or the speculator. That competition will lead to improvement both in our market and our means of transportation, there can be no doubt; and as little doubt that it will in a short time create an increase of business sufficient to support a rail road;—whilst at the same time the business by water will be as large or larger than before, for railroads increase the business of vessels more than anything else. It is an undoubted fact that there is more business done on Choptank river by sail vessels at this time than before the first Steamboat was started; and yet there have been for several years, steamboats running permanently, three times a week, during the whole navigating season, and four times a week during the busiest portions of it.—There are some facts connected with our present condition, which afford material for the greatest reflection. Notwithstanding our advantages of navigation our population is almost stationary, whilst that of other and less favored regions is rapidly increasing. Our supply of labor is diminishing in quantity and increasing in price, with every prospect of becoming still higher. The profits of our business, and the value of our land, are not increasing in a corresponding degree; and there is no reason why they should increase more rapidly than they have done, without some radical improvement in our facilities for business. What adequate reason can be assigned for the difference in our prosperity, and that of other sections having fewer natural advantages, except the want of more frequent and rapid communications with the best markets? If we would stimulate our own energies and invite population and capital, (those elements which constitute the foundation of all prosperity in business,) to locate among us, we must resolve to have the same facilities which have already been provided by the inhabitants of almost every other part of the country except our own. Every where else we find the obstacles which nature has presented, yielding to the energy and enterprise of man. Here alone has nothing been done; and if the question be asked why it is so, the invariable reply is "nothing is wanted."—"Let well enough alone" has been the motto of the Eastern Shore, until the time has arrived when it may be advisable to enquire, whether, "well enough," will be satisfied to be let alone any longer. It may answer very well for those, to whom Providence has given so many advantages, to inculcate this negative policy; and to practice it, as long as they can persuade their neighbors who have been less favored to do the same. But the latter is not as easy as the former; and when your neighbor improves his poor farm, until it becomes more productive than your rich one, you must begin to improve yours also, or consent to surrender to him the advantages which result from from a higher state of cultivation. One of the greatest of these advantages, both to the employer and the employed, is the ability to give high wages; which is the most unfailing evidence of the prosperity of a community. Let us apply this to our own case. We will assume for the present as a fact, (what it would be easy to prove by a variety of interesting statements) that rail roads properly managed, and communicating with good markets, afford advantages for business, which nothing else can supply. The first passenger rail road in America, and one of the first in the world was built on the Eastern Shore of Md; we allude to the road from Frenchtown to New Castle. What a mighty change has come over our land since then! The iron bands have encircled our whole continent in their embrace, cementing our glorious union with bonds which even the madness of fanaticism cannot sever. They have created a union of feeling which nothing but the universal intercourse effected by the rapidity of rail roads could ever have brought about—and which navigation could not have effected in an equal degree if every road had been a river and every pungy a propeller.—From the first point at which the steamer from the old world touches the shores of the new, at Halifax, to the last point at which the passenger for the Indies takes his leave of the western hemisphere at Panama, every where have the advantages of railroads been demonstrated and acknowledged, and yet the energy of this peninsula has not accomplished its second achievement in the history of rail road enterprises. Among the various sins for which we shall have to answer, surely, "rashness in railroads" will not be included. In a few brief months, however, the second step will be taken; Delaware to her immortal honor be it spoken, will have completed the first really peninsular rail road; and her peaceful woods will re-echo to the shrill neigh of the iron horse, as he rushes through them in his wild career, proudly dashing the snow white foam from his panting and reeking flanks. Even the busy spinning wheel will pause, and the clatter of the hand loom be hushed for a moment, whilst the fire-king in his might passeth by. Well may the blue hens chickens crow over their success. But what will be the effect upon us—just in proportion as her farming improves, will her ability to employ labor increase the value of labor here, will be regulated by its value there, and the high wages which we now pay will become still higher; without a similar increase in our ability to meet them, unless we avail ourselves of the same advantages that she has so wisely secured. Nor is this all; the tide of emigration, which, attracted by the beauty of our scenery, the salubrity, of our climate and the fertility of our soil had just begun to set towards our shores, will be diverted into other channels, by the stronger attractions existing there. The man who emigrates to improve his advantages for business will select a farm of any sort, within ten miles, of a comfortable rail road station furnishing a daily market for every kind of produce, from a thousand bushels of grain to a quart of milk, or a pint of strawberries, and which he can reach in his spring wagon every evening in time for the market train, to the choicest situation on a river where the scarcity of vessels and the limited nature of the market prevent him from engaging in the cultivation of the most profitable articles. He will not rely upon the tender mercies of a Baltimore huckster, when by locating himself in the vicinity of a rail road, he can send his marketing to either Philadelphia, New York, or Boston, without a change of cars, nor select a location where labor is scarce, in preference to one where it is made abundant by a railroad. Such is the effect of enterprise and public improvements, in controlling the course of trade and business; so true it is that "unto every one "that hath, shall be given, and he shall "have abundance, but from him that hath "not, shall be taken away even that which "he hath." In these days of party confusion it is not always so easy to define one's position; but there is one party not wholly unknown to fame, with whose principles in regard to improvements we have no sympathy whatever. We allude to the time-honored fraternity of the *Do Nothings*. We ask you then in all seriousness, whether there is not some reason to apprehend, that if "well enough" be let alone much longer, it will not continue to be "well enough." In reference to the cost of constructing a rail road on the proposed route, we are enabled to speak with considerable accuracy. That portion of the Delaware Rail Road lying between Dover and Seaford passes through a country equally level with our own and affords an excellent opportunity to obtain information in reference to the expense.—Through the kindness of Judge Harrington of Dover, the able and indefatigable President of the Delaware Rail Road, the commissioners have obtained from E. Q. Sewall Esq., the Chief Engineer of the Delaware Rail Road (and also of the Phil. Wil. & Balt. Rail Road) the following estimate.

ESTIMATE OF COST of one mile of a Branch Rail Road from the Delaware Rail Road to Easton, Maryland, (assuming the country to be as favorable as that on the main line from Dover towards Seaford.)

Grading, (average) 65 yds. earth, 20c		$1300.00	
Masonry do 20 perches at $8;		$160.00	
30 do at $6;		180.000	340.00
Trustlework, &c. 100 c. ft. at 36c;			36.00
TRACK.			
Rail, (about 50 lbs. to yard) 80 tons at	$65;	$5200	
Crossties, 2200 at 25c		550	
Joint Fastenings		500	
Spikes, 5600 lbs; 4½c		259	
Tugs and Switches, average,		20	
Transportation & distribuiton materials		100	
Laying		350	6979.00
Ballasting, 2000 yards at 35c.			700.00
Buildings and fixtures, average,			200.00
Fencing, 1050 panels at 90c.			945.00
			$19500.00
Contingencies & Engineering 10 per cent.			1050.00
Total estimated cost			$11550,00

E. Q. SEWALL, JR.

Havre de Grace, Jan'y 20th, 1855.

This estimate is regarded as a very full one especially in the article of iron, which is the chief item and on which it is believed a saving of $1000 per mile might be made if purchased within the next twelve months. The equipment of the road will be alluded to hereafter. The cost of the main stem may then be safely estimated at $450,000, one half of which can be raised on the bonds of the Company, payable in twenty years. The funds required to pay these bonds when due, can be raised by the sale of new bonds, thus making a perpetual loan which takes the place of that amount of stock, and reduces the amount of stock necessary to be raised to one half the cost of the road or about $225,000. To enable a new company to dispose of bonds to so large an amount at a fair price, it is necessary to obtain the guarantee of a State, or some company of established credit and standing. By our present constitution the State is prohibited from lending her credit to works of internal improvement. How far it was consistent with justice to the Eastern Shore to adopt such a course after the Western Shore had received so much assistance, and without securing to the Eastern Shore, the benefit of that portion of the eight million loan to which it was entitled is a question which the Commissioners do not consider it proper for them to discuss. Were it reduced to a certainty that at the next revision of the Constitution this aid could be obtained, it would still be worthy of consideration, whether the loss incurred by delay, would not more than counterbalance the advantage to be derived. More especially would this be the case, if another party could be found whose interest in obtaining the business from the proposed road, would be sufficiently strong to induce them to render the required assistance. The Phil. Wil. and Balt. R. R. Co. have a direct interest in the construction of rail roads through the most important portions of this peninsula. In proof of this they have contributed liberally to the completion of the Delaware rail road which will also probably be leased by them.

If their disposition to aid in the com-

(*Concluded on next page.*)