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## ORIGINAL POETRY.

## HOUSEHOLD MEETINGS.

Once we met our household circle,  
Only one our heartstone round;  
Young and old, our happy number,  
Made the walls with songs resound.

But too soon the thought of parting  
Came to mar our evening joy,  
And the bliss of our glad meeting,  
Like earth's pleasures, found alloy.

Years have passed, and still we're severed—  
We who round one fireside played;  
Many lands have stretched between us,  
Over oceans have we strayed.

Our old home has been deserted,  
Strangers in its rooms are found,  
Strangers gather round the hearstone,  
Strangers tread its hallowed ground.

But another home invites us,  
Sisters in its bowers more,  
There a father's smile awaits us,  
And a mother's yearning love.

There she waiteth to receive us,  
One by one, as we shall come,  
Till she clasps her last child warmly,  
Till she sees us all at home.

Sees our happy band unbroken,  
As we met but once before,  
Shall the joy that dwells within us  
Yield to fear of parting more?

No; mild spirit's voice of greeting  
We shall draw those loved ones nigh,  
For our household band are angels,  
And our home is in the sky.

I. A. C.

## MISCELLANY.

## Steam Boiler Explosions.

I wish to draw attention, for the general benefit of mankind, to the numerous distressing occurrences, "steam explosions" accounts of no less than five having appeared within a few days past, in the public papers, with little more comment, than as articles of news, every day occurrences, or unavoidable accidents. They arise, generally, from ignorance of some much more valuable and far higher chemical laws than have yet been discovered or suspected by the most learned chemists, there being new, distinct and far more powerful and economical combinations of heat and water than steam, and consequently remain so wholly unknown to engineers as to appear beyond their comprehension; though from their dreadful effects their existence is indisputable. The chemical causes of these effects are unknown, yet till the causes are known, the direful effects cannot be contravened.

Fifteen years ago, the general government being at that time imbued with a spirit of humanity, employed and paid the little expense of a committee of the Franklin Institute of Philadelphia for more than a year, to investigate the causes and divine the means for the prevention of those then considered dreadful calamities, so little cared for now as to be beneath the notice of the government officials.

The Franklin committee, though possessing both talent and industry, arrived, after a great deal of labor, at only an inadequate conclusion:—That all explosions of steam boilers arose solely from the boilers having become over distended with steam, and recommended double safety valves, and fusible metallic plugs, as ample and sure preventives of explosions; and as those gentlemen were justly considered able and industrious, their "flat" and remedy have unfortunately been considered by the government officials and by the whole race of engineers, as the *ne plus ultra* of wisdom and knowledge, a perfect security against steam explosions, and any dissent from their opinion heretical or insane.

Nothing could have been more unfortunate, than following those directions, as they are the readiest ways to cause explosions, and it is more than probable their directions have already caused, and will cause numerous explosions.

Notwithstanding the profound opinion of the Franklin Committee, if any competent and unprejudiced person can be found, who will calmly and patiently consider the facts disclosed by the late explosion of the two steamboats at New Orleans, he will see the perfect inefficiency of all the instructions hitherto diffused for the safe guidance of engineers, which have led to their destruction.

First, let the case of the Anglo-Norman tow boat be considered. She was furnished with a low pressure condensing engine, constructed at one of the first foundries, and furnished with all known inventions, notwithstanding which, the boiler, weighing many tons, exploded, and disappeared from the boat. Fifteen or more persons were killed, and eighty wounded and maimed. Amongst the former were Mr. Alfred Stillman, one of our most eminent engineers, and two others, also selected from the Novelty Works in New York. Besides the careful and competent engineer of the boat, and also the President of the tow boat company, each of whom must have been presumed competent to direct the engine with safety, and, besides being superintended with this quintuple efficiency, Mr. Alfred Stillman was inventor and proprietor of a patent iron safety tube, armed with fusible metal, for the certain detection of danger and prevention of explosions, in furtherance of the Franklin committee's inefficient recommendation.

Notwithstanding all these superlative advantages, the low pressure boiler exploded, from some unknown and unexpected cause to those capable and practical engineers, causing their horrible deaths, and also of ten others, and the more or less concentrated infliction of dreadful torture of eighty-five others, to the endless sorrow of their numerous relatives, and still leaving all other persons in dread of like inflictions when exposed to similar circumstances, seeing that neither low pressure engines, or the wisest engineers, are exempt from, or possess sufficient knowledge to be secure from equal calamities.

Now, as some unknown cause existed for that direful calamity, a probable cause will be found therefor in the account of the explosion of the steamer Knoxville, a few days after, at New Orleans, on leaving the wharf, and which explosion was unquestionably occasioned by some other distinct cause, than mere increased expansiveness of steam in the boilers, for all four boilers were in free internal connection by steam pipes and by water pipes; and, be it particularly remembered, just after starting the engine, much steam had been exhausted from the boilers to warm the cylinder, before starting the engine, where-by the tension of steam in the boilers was doubtless lessened. The four boilers exploded tremendously at the same instant, when under diminished steam pressure, with such inconceivable force, that one boiler was propelled 800 yards, demolishing a large pile of barrels of flour in its impetuous course; another boiler was propelled through an adjoining steamboat into a third, smashing the machinery, &c., in both; the other two boilers were demolished, several persons killed, and many more wounded and maimed. Now, no sane and competent person dare dispute, that some part of one of these boilers must have been much weaker than the rest of the four boilers, and, with the exquisitely delicate rate of increasing expansive force of steam, gradually raised, as it must of necessity have been, to an exploding force, the weakest part of the

weakest boiler would unavoidably give way whenever the expansive force of steam exceeded, in the least degree, the tenacity of the weakest boiler, when that ruptured part would have acted precisely, and instantly, like a safety-valve to the other three stronger boilers.

To imagine that creating a substitute for a safety valve, in one of the four boilers, could cause the other three stronger boilers, to explode, by relieving them of the insufficient steam pressure within them, would surely be one of the absurdities of all possible absurdities; for, on the contrary, the tremendous explosion of all four boilers, of different strength, at the same instant of time, can by no other possibility be accounted for, than by the sudden creation of a much more voluminous and powerful force than steam, by a sudden conversion of a large volume of steam to "steam" in an unduly heated boiler, by the very means proposed by the Franklin Committee for the prevention of explosions, namely, by suddenly decreasing the steam pressure on the large volume of hot water in boilers, which hot water flashing into natural steam, is as instantly converted to "steam," a newly discovered and more voluminous, powerful and economical force than steam, to which I must request the attention of your readers, by first concealingly describing some of the newly discovered and peculiar properties and combinations of heat and water.

It was shown by Count Rumford, fifty years ago, that water was a nearly perfect non-conductor of heat, and it is to this peculiar property thereof, though little known, we must seek an explanation of the spheroidal state of water, which state has so much puzzled many philosophers to explain.

The spheroidal state of water is exhibited, by first introducing a drop of water to an iron crucible heated a little above 212 degrees, when the water adheres to the crucible, and is quickly evaporated by contact with the heated crucible. On the contrary when a similar drop of water is introduced into the same crucible, previously heated to, or nearly to redness, the drop of water is repelled by a substratum of steam from the crucible, and being a non-conductor of heat, it remains a long time suspended and unevaporated in the spheroidal state, showing, also, the curious fact, that water is more slowly evaporated by superheated iron, than by a more moderate heat.

Secondly, We have experimentally found on the contrary, that steam is the most rapid conductor of heat in nature. All persons know that steam imparts heat instantly to any colder substance; and we have experimentally found a current of steam, heated apart from water by contact with heated iron, become 400 degrees hotter in the seventh part of a second of time; therefore, steam must have acquired heat from iron as rapidly as iron could conduct heat; therefore, steam must have acquired heat with electrical rapidity.

Thirdly, We have experimentally found the addition of comparatively trivial quantities of heat to steam apart from water, so rapidly and greatly increases the volume of steam, by a wonderful, peculiar and hitherto undiscovered law of nature, that little more than one-tenth the heat requisite for the formation of steam, when added to steam apart from water, doubles that volume of steam, and that about two-tenths, or one-fifth the heat required for the formation of steam, when added to steam apart from water, increases the volume of that steam eight fold, so that it is thus shown the extra caloric applied to steam, apart from water, is more than thirty times as effective for the production of useful motive force, and more than thirty times as effective for the production of noxious or destructive force, as was the same quantity of heat when applied for the production of steam; therefore, it must be seen, proportionally the further application of but an inconceivable quantity of heat to steam, would constitute an infinite expansive force.

We have thus seen the nature of the unknown and unexpected danger contingent on the use of one of the best constructed low pressure boilers and engines, superintended by men of superior information, but ignorant of these newly discovered properties of heat, kindly provided by providence for the greater advantage of mankind, under the penalty of death and torture for their misuse or ignorance.

We may also see that such danger may not only be avoided, but that such immense economy may be obtained by the proper use of the same amount of fuel, that all that has hitherto been done by the present imperfect knowledge of the properties of heat and steam, will be found pitiful and contemptible, when compared with what may be safely and rationally effected by those agents, when employed by competent persons, who shall have investigated and understood the subject.

Such persons will soon perceive the many and great improvements that have of late years been effected on the steam engine, are mostly mechanical, and generally unscientific. Thus the best marine engines are but poor and imperfect copies of Watt's best, which again may be now so immensely surpassed. Therefore, the unending disputes, whether Collins' or Canard's lines of steamers are the best, may be disposed of in a trice; for though the interest of all other ship owners, and of the public generally is now disreputably held in abeyance, and as unworthy consideration, engines and boilers may be constructed, that will not explode, and be in every respect of such superior efficiency, of less weight and cost, yet of greater value, and perform equal voyages in equal time, with less than one-fourth the fuel, now unnecessarily, ignorantly, and wastefully consumed by both these lines of steamers. That equal voyages may be made in half the time, with only one-half the fuel now so unnecessarily wasted, and with perfect security against explosions, and the storage occupied by useless fuel would afford equal space for rapid and most profitable freight. The passengers would become more profitable at half the present rates, and every locomotive or stationary engine may be proportionally improved, by substituting this newly discovered, much more efficient, safe, and economical element, steam for steam.—(Corr. to New York Herald.)

NOT TO BE BULLIED EVEN BY A BEAR.—A veteran Kentucky hunter, one John Day, was hunting in company with one of the clerks of a company established for the fur trade; a lively youngster, a great favorite with old John, but whose vivacity he had continually to keep in check. They were in search of deer, when, suddenly, a huge grizzly bear emerged from a thicket, about 50 yards distant, rearing himself upon his hind legs, with a terrific growl, and displaying a hideous array of teeth and claws. The rifle of the young man was raised in an instant; but John Day's iron hand was quickly upon his arm. "Be quiet, boy, be quiet!" exclaimed the hunter, between his clenched teeth, and without turning his eyes from the bear. They remained motionless. The monster regarded them for a time, then lowering himself on his fore paws, slowly withdrew. He had not gone many paces before he again turned, reared himself on his hind legs, and repeated his menace. Day's hand was still on the arm of his companion; he again pressed it hard, and kept repeating between his teeth—

"Quiet, boy! Keep quiet; keep quiet!" though the latter had not made a move, since his first prohibition.

The bear again turned, reared, showed his teeth and growled. This third menace was too much for the game spirit of John Day.—"By Jove! I can stand this no longer," and in an instant a ball from his rifle whizzed into the foe. The wound was not mortal, but luckily it dismayed the animal, and he retreated into the thicket. Day's young companion reproached him for not practising that caution which he enjoined upon others. "Why, boy," replied the veteran, "caution is caution; but one must not put up with too much, even from a bear. Would you have me suffer myself to be bullied all day by a varmint?"

## An Enthusiastic Naturalist.

The following amusing anecdote is taken from one of a series of spirited papers contributed to 'Arthur's Home Gazette,' by C. W. Webber:

I remember well, an eccentric, good-natured, and garrulous old gentleman of my native town, Mr. B. who was a good naturalist by the way, and loved birds dearly—telling me about a chase after the first mocking bird he ever saw in the Green River country. He was one of the first settlers of our town, and had known the bird well in Virginia, and had frequently seen it in the north of Kentucky. He often, during a residence of twelve or fifteen years, wondered why he had never seen it in the 'Barrens'—which was the old name the hunters had given to the Green River Valley.

Mr. B. was one day riding through these black oak Barrens, in a gig, with his wife, when he saw a bird, which he instantly recognized as the mocking bird, fluttering along the roadside. His first surprise over, he soon perceived that it was a young one, and, as he delightedly supposed, not full fledged. He was a very impulsive man, and without considering what might be the consequences, had his horse in a gallop in an instant, in the hope of running down and making a captive of the young stranger.

The startled wife pleaded with him to desist, but he was too intent to heed; and when the bird made a considerable flight towards some gnarled and scrubby black jacks near, she screamed most lustily, in her own well-grounded alarm, and begged and prayed to be permitted to get out, at least, as he wheeled his gig and dashed after it. The only answer she could get was—

"Be still! Hush dear! I shall have him directly! It's a real cock!"

Crash—went the unlucky gig, into the rough embrace of a hundred armed black jack, which tore the gig top, his wife's bonnet, and his own straw hat into shreds, besides pitching them both head foremost out, with the shock.

"Catch old Ball, wife!" spluttered B., as he scrambled on. Then looking back over his shoulder for an instant, he shouted to her, in consolation—

"Don't you be afraid—I'll have that bird yet!" and was soon lost to sight amidst the black jacks, that were evidently stripping his clothes from him.

Old Ball, in the meantime, was showing a clean pair of heels down the road for home.—The poor woman, in this melancholy plight, could only set herself to repairing damages as best she might, when, in the course of fifteen minutes or so, her madcap lord came panting back, rubbing his limbs, with a most rueful countenance, while his tattered clothes hung like streamers about them. He looked at the wreck of the gig, without seeming to notice it, and with a heavy sigh exclaimed—

"O wife! wife! I should have had him—the most beautiful young mocking bird, but for that confounded sink-hole!"

"But husband, see here. The gig's broken, and old Ball has run—"

"I had my hand most on him—not more than two inches; when I pitched head foremost down—"

"Hang the bird! Do look what a fix we are in! How are we to get home?"

"O dear! dear! If I could only have got that bird!"

"Husband! husband!" and she shook him right heartily.

"What! Is the gig broken? Why, my child, how could you be so careless? Old Ball was always a safe and sober horse when I held the reins! Bless the woman! what could have got into you? That poor bird will never find its mother now!"

This rich scene was interrupted by the appearance of one of the neighboring farmers, passing down the road on horseback.

The wife summoned him to their assistance, and the scape-grace Ball, who had only gone off a short distance on a frolic—to which he thought himself, no doubt, as well entitled as his master—having been recaptured and brought back, the ready resources of the farmer, aided by the wits and vines, soon repaired breakages in a *protem* fashion, which enabled them to reach home—after dark—as the old lady always would have it. She used to avenge herself on her fright and torn bonnet by telling this story upon him with merciless humor before their numerous visitors. He was a good old man, and she most loving of gentle wives—peace to their souls! I believe the strawberries will grow spontaneously on their graves who nourish them so well, and the Mocking Birds, drawn by some 'sweet compulsion,' go there to sing, while the flowers that were their chosen loves, will surely creep close, to fill the place with odors!

"Barnes was the name originally given by the hunters to prairie land. What is now sometimes called the Barrens is composed of some of the richest land in the world—but the growth, except along the streams, is mostly primary and small, and used by the constant fires in the long grass.

THE HEROINE, MRS. BAILEY, DEAD! We are indebted to a gentleman who came passenger last evening in the steamer from N. London, for the sad intelligence that this old lady was burned to death yesterday at her residence in Groton, opposite New London. This fatal accident was caused by her clothes taking fire, while her attendants were absent. Mrs. Bailey was renowned for her patriotism in furnishing means for the prosecution of the battles of her country, and has received many personal marks of consideration and respect from almost all the Presidents and distinguished Statesmen who have visited New England since the important event alluded to. We are not fully aware of her age, but understand it to be upwards of ninety.—[N. Y. Express.]

COD LIVER OIL AND ABOLITIONISM.—The Springfield Republican states that one of their enterprising townsmen, Mr. B. K. Bliss, who has been manufacturing Cod Liver Oil Candy, for colds and pulmonary complaints, received a letter from "down South," stating that the candy sold first rate, and was doing a great deal of good, but if the manufacturer was an abolitionist, the writer could receive no more of it. If he was not an abolitionist, he could send as much as he chose. Mr. Bliss immediately dispatched a large consignment to his Southern customer, and indignantly at the suspicion entertained of his principles, referred his correspondent to the Town Clerk and Postmaster of Springfield.

CURIOUS STORY ABOUT MUSQUITOES.—Ellis, in his narrative of Captain James's voyage, says that he carried a frozen mass of what he believed to be peat, and laid it before the fire, when presently the whole room was filled with a cloud of mosquitoes. They had clustered together and become a frozen mass, like bees when about to throw off their swarms.

## The Eastern Mail.

WATERVILLE...JAN. 30, 1851.

## AGENTS FOR THE MAIL.

E. B. SHOSTON, General Newspaper Collecting Agent, is authorized to collect our bills. Office in Augusta, at the store of Messrs. Caldwell & Co., with A. R. Nichols; residence at Brown's Corner.

A. E. LOWELL, of Palermo, is Agent for the Eastern Mail, and is authorized to procure subscribers and collect money for us.

V. B. PALMER, American Newspaper Agent, is Agent for this paper, and is authorized to take Advertisements and Subscriptions, at the same rates as required by us. His offices are at Scollay's Building, Court St., Boston; Tribune Building, New York; N. W. cor. Third and Chestnut Sts., Philadelphia; S. W. cor. North and Fayette Sts., Baltimore.

S. M. PATTERSON, General Newspaper Agent, No. 10 State St., Boston, is Agent for the Eastern Mail, and is authorized to receive Advertisements and Subscriptions at the same rates as required at this office.

## The Northern Route.

We have received the published report, with a plan of the route for a railroad from Waterville to Bangor by way of Dexter and Exeter. The line runs from Waterville, on the west bank of the Kennebec, through Kendall's and Lyon's Mills, and to the south line of Bloomfield, five miles below Skowhegan, where it crosses the river and passes through Canaan, Hartland, St. Albans, to Dexter, and thence through Exeter to Bangor. However the decision of the Directors may have disappointed the friends of the route, an extract from the report will be read with interest, at least by our readers located on the line.

To estimate the probable amount of business that would be done on your line, with any degree of accuracy, would be impossible—passing, as it does, through a country comparatively new, with many of its resources undeveloped. Build this road, and the manufacturing of short lumber, which is now prosecuted to a great extent, would be carried a corresponding distance into the interior. Ship timber, and hard wood lumber, hemlock bark, etc., which is now, owing to its distance from market, and the expense of hauling, but of little value, would be of immense value to its owners, and the transportation of which would be a prolific source of income to the road.

Probably no line of railway could be opened into the interior of the State, that would be of more advantage to the lumber interest than this. By a glance at the map of the State, it will be seen that those engaged in lumbering, either upon the head waters of the Kennebec, or the East and West branches of the Penobscot, would pass over this line, leaving it at Dexter, its most Northern point, thirty miles from Moosehead Lake, where nearly all the teams centre that are engaged in lumbering at those places. It is estimated that the average number of lumbering teams that go into the woods annually, by the way of Moosehead Lake, and that would pass over this road, is not less than three hundred—consisting of six oxen to a team, with twelve men, and ten tons of supplies, exclusive of hay; making in round numbers, nine hundred yoke of oxen, thirty-six hundred men, and three thousand tons of supplies. A large number of teams that lumber on the East branch annually, and now go into the woods, and are supplied through Patten, would take this road to Dexter, carry to Moosehead Lake; thence crossing by steamboat, take the wooden railway, carry to the West branch, thence by steamboat down the West branch to Chesuncook, thence up the river to Mud pond, thence crossing the two miles, carry to Chamberlain Lake, and to the whole Northern chain of lakes. The transportation of men, oxen, and supplies, over a part of this road, would constitute a very considerable portion of freight.

From statistics furnished me by George A. Hobbs, and V. R. Tuttle, Esqs., of Canaan, the estimated amount of tonnage in the county of Somerset that would come upon your road, (including the towns of Fairfield, Canaan, Hartland, St. Albans, Skowhegan, Norridgewock, Bloomfield, Madison, Harmony, Athens, Pittsfield, and Palmyra), is about 30,000 tons.

Dexter, before spoken of as the most Northern part of your road, is a large manufacturing town, and one of great importance to your road. Should the line through Exeter be adopted, Exeter would occupy the same position as that given to Dexter. It is a fine agricultural town, probably the best in Penobscot county. Another very important source of income to the road will be what is termed the local travel. The statistics of this travel I have not been able to obtain so accurately as might have been desired. Experience, however has shown that it is this character of travel that is the greatest source of income, and that the best dividend paying roads are those that depend upon a local, rather than a through business.

I find the stages now passing over your line, the business of which might be anticipated to come on to your road, and considered as the local travel, to be—two daily stages between Waterville and Skowhegan, a daily between Dexter and Waterville, a daily between Skowhegan and Bangor, through Dexter and Exeter, six stages a week between Bangor and Moosehead Lake, through Dover, six stages a week between Hartland and Waterville, six per week between Levant and Bangor, and a daily between Bangor and Bangor.

The largest portion of what is termed the through travel, that is, that between Bangor and Portland, and west of that city, which now goes in the steamboats to Portland, and by railroad west, might be anticipated to pass over your road. There are now running between Bangor, Portland, and Boston, two steamboats; one between Bangor and Portland six times a week; one between Bangor and Boston four times a week, and two daily stages between Bangor and Waterville in connection with the Androscoggin and Kennebec Railroad.

No great amount of through freight can be expected to pass over your road between Bangor and Portland, and west of that city, situated as they are on navigable waters. A large proportion of the freight to be depended upon, must be that destined to the interior, and from the interior to other interior portions of the country, and to navigable waters.

At the request of the citizens of Dover and Foxcroft, I made a reconnaissance of a line from Garland to their villages, and at the request of some of the citizens of Dexter, from their village to the same places. Both I consider practicable. The line would require an ascending grade of about sixty feet per mile for three miles, on leaving the line surveyed. After overcoming this ascent, a very favorable line can be found to Piscataquis river from either of the above villages. The estimated distance is twelve miles, from Garland thirteen. Dover is the shore town of Piscataquis county, situated on the river at that name, opposite Foxcroft. The villages of these towns

are contiguous, lying upon each bank of the river, and when combined, become of considerable importance, a large mercantile and manufacturing business being carried on there. The Piscataquis river at this place affords a large water power, but little of which is now used.

As that part of your line south of Dexter will constitute a part of the main line of railway into Piscataquis county, and as a large portion of the business of this county must fall upon your road, I think I shall not digress from the objects of this report, in stating some of the resources of this comparatively new, yet prosperous county, second to none in the State in elements of wealth. The importance of a railroad communication between this county and Bangor, and other portions of the State, cannot well be over-estimated, when we take into consideration its agricultural, lumbering, and mineral resources.

As an agricultural county, many of the townships now settled will compare favorably with other portions of the State. In 1837, there were but seventeen towns in the State that raised ten thousand bushels of wheat.—Dover and Sangerville were two of these.—Parkman raised over six thousand; Atkinson and Milo about five thousand. Since that period, (thirteen years), I am informed the county has made rapid progress in agricultural improvements. About two years since, the town of Dover and its immediate vicinity, received over twenty-seven thousand dollars for stock sent in one season to Brighton.

Of the advantage of this line of railway to the lumbering interests of Maine, I have spoken in another part of this report. I would reiterate that an important source of income to your road, will be the transportation of short lumber, for the manufacture of which an abundant supply of the best material is to be found upon the timber townships—now so remote from market as to preclude its transportation by the present means of conveyance. The building of a railroad into the interior will have the effect of carrying the manufacture of this lumber thirty or forty miles farther into the interior, among townships now so full of what would otherwise be waste lumber.

Another source of income will be the transportation of iron from the Katahdian iron works; about five thousand tons are here annually manufactured. The capacity of these works for prosecuting the business will undoubtedly be increased in the event of an advance in the price of iron. The transportation of this iron over a portion of your road, may be counted upon as another source of income, as it is believed that an inexhaustible supply of the best quality of ore is to be found in the immediate proximity of the furnace, and the entire township is covered with a vigorous growth of wood, which will supply the demand for charcoal for present consumption, and the adjacent towns may be made to subserve an increased demand.

The remaining one of the principal sources of business for the road, will be the transportation of slate from this county to the tide waters at Bangor, and other parts of the country.—This slate has been ascertained to be equal, in all respects, to the best imported article, and is found to occupy a tract of country twenty-five miles in length, by from one to five in breadth.

From what I have been able to learn, no quarries have yet been discovered in America which can compare with the Welsh, or Piscataquis slate, for beauty, strength, or durability. There is a small quarry in Vermont which has been worked for sixty years; the slate is of a gray color, strong, and very rough. It is all sold in the immediate vicinity of the quarry.—A few miles above Havre de Grace, on the Susquehanna, there are quarries on both sides of the river, the slate being of a soft texture and absorbing water readily. The slate taken from the quarries at Lehigh Gap, is of a brittle, rotten kind, and is not laid on the best buildings. On each side of the Delaware river there are quarries from which a large amount of roofing and writing slates are made, but they will in no way compare with the Welsh, or Piscataquis slate. There is a small quarry in New Brunswick, or Nova Scotia, from which they obtain a rough kind of slate. I can learn of no others of importance in America.

According to the returns made to the Secretary of State in 1848, the value of all kinds of slate imported that year, was about \$800,000, (including duties), principally roofing slates; and the demand is constantly increasing.

Slates are reckoned by long hundreds; that is, 1200 for 1000. The price is regulated by a size known as the ladies' slate, which is sixteen by eight inches. They are laid by the square, one hundred superficial feet to the square. Twelve hundred ladies' slate will cover four hundred and sixty-eight feet; to cover the same surface with shingle, would require about five thousand. The average price of the imported article is from sixteen to eighteen dollars, though last year the importers sold them for twenty-two. When the Welsh slate (ladies' slate) will not bring \$9 66 per 1000, (1200), they remain in their yards. It can be delivered at the yards of the Piscataquis quarries, for \$6 25. Open a railroad, and this slate can be delivered at tide water at Bangor, as cheap as the Welsh slate can be at the quarries in Wales.

There are two quarries of considerable importance now worked in Piscataquis County, by A. H. Merrill, and S. E. Crocker, Esqs. The workmen are principally from the quarries in Wales, and they unite in saying that it requires less labor to make slate in these quarries, than it does from those in Wales, as the stone works more freely. The transportation of the slate must, in time, become a source of great income to the road, on account of its durability as a covering, and the risk of fire being less than of wood.

By the building of this road, you will open from Waterville twelve miles up the Kennebec, towards Skowhegan and Norridgewock, and important portions of Somerset and Franklin counties, and also twenty-five miles from Bangor, towards the important county of Piscataquis; and in fact, your whole line, passes through a section of your State second to none in agricultural and manufacturing resources. Your road will command a large local travel, and an extensive freighting business, and will be in a great degree independent of steamboats, and other competition.

The result of the completion of this road cannot be better expressed than it has been by E. Appleton, Esq., in his report of a survey made under his direction, for a railroad from Waterville to Bangor, via Newport, in which he says: "The completion of this road, in connection with the Androscoggin and Kennebec, and Atlantic and St. Lawrence Railroads, secures an unbroken line of railroad communication, extending throughout the interior country rich in agricultural resources, and having an inexhaustible amount of water power for manufacturing purposes, and terminating at either end at a seaport, renowned for its enterprise and successful commerce—thereby affording an excellent market for the produce of the country, in which every direction it may be carried. And the completion of the Atlantic and St. Lawrence

Railroad to Montreal, will undoubtedly bring upon the line of road we have been considering, a vast additional amount of business in the transportation of nearly all the supplies of flour, etc., for the State of Maine, from the rich fields of the Western States, instead of the more tedious and circuitous route by water to Montreal employed."

Correspondence of the Mail.

TURNER'S HOTEL, Norridgewock, January 25th, 1851.

Mr. Editor,—I take the liberty to address you from this place, as there seems to be considerable excitement just now.

As you are probably aware, this is one of the most quiet and lovely villages in N. England; particularly distinguished for its beautiful women, generous men, and crack hotels—of which Turner's is a *whole* one.

This is Court week, and the town is filled with strangers, consisting of lawyers, clients, witnesses, and spectators. Judge Rice is holding the court, and, by his urbane manners and legal attainments, has secured the full confidence of the bar and people generally.

Last evening the "Harmonic Glee Club," of Waterville, consisting of Messrs. H. N. Moore, J. A. Paine, S. C. Marston, and G. A. Phillips, gave a concert at the Court room, under the superintendence of W. G. Dinsmore of this place. The house at an early hour was filled with one of the best audiences ever assembled in town. At a quarter past seven Mr. Dinsmore introduced the Club to the audience, and they sang "Happy are we to-night" in a manner that took all present with surprise, and "brought down the house." They continued, improving in their performance of each piece, until eight o'clock; and while they were delighting the audience with that beautiful piece, the "Virginia Rose Bud," the fearful cry of "fire! fire! fire!" came in from the street.

The room was vacant in a few seconds, and all hands at work upon the store of Mr. E. C. Selden, near the Court House, which was all in flames. Lawyers, sheriffs, women and every body else were fighting fire. It required only about an hour to subdue it and save the building, but not until it was very much injured and many of the goods destroyed.

After this the people repaired again to the Court room, and the Club finished their performance. The "Rose Bud," which had been so unceremoniously nipped, opened again, and its appearance was greeted with greater applause than had been given before during the evening. At ten o'clock they concluded with "Farewell! to-night we part," and the people separated in good humor for their homes. To-day it is a general remark that the Harmonic Glee Club gave the most tasty and entertaining concert ever given in town. As this was their first appearance before the public in the capacity of concert givers, their reception by such an audience in such a village, where there is a refined musical taste, I consider extremely flattering; and it is hoped that this, though their first, may not be their last appearance.

After the concert, either the Glee Club, or some other club, perambulated the streets on both sides of the river, and ever and anon, till past midnight, while the stars were shining beautifully and the girls were sleeping soundly, sweet music was wafted in the clear air from the windows of the *Sarah*-naders; and it is generally understood that most of the pretty girls were favored with a song.

To-day I have examined the mischief done by the fire, and have learned that it probably originated from a spark blown from a lamp over the counter, near the cotton goods;—that the store was insured in the M. Mammoth Insurance Co. for \$400, and the damage done to the store about \$200; that there was \$1500 insurance on the goods, the damage being estimated at \$2000 or more; so that Mr. Selden is likely to lose some \$500, besides this unfortunate interruption in his business.

The Canaan riot case was expected to come on for trial this morning, but owing to absence of material testimony for the defence, a continuance was granted.

In haste, Yours &amp;c.,

TRAVELLER.

AGRICULTURAL SOCIETY. The No. Ken. Agricultural Society held its annual meeting at this place on Tuesday. The attendance was good, though by no means what it should properly have been, at a season when all good farmers can command half a day of leisure. The following officers were elected for the ensuing year.

Moses Taber, Vassalboro', President.  
Isiah Marston, Waterville, 1st Vice do.  
Bradford Sawtelle, Sidney, 2d do.  
Ephraim Maxham, Agent.  
Jos. Percival, Treasurer and Collector.  
W. Dyer, Secretary and Librarian.  
Allen Jones, Fairfield.  
Robert Ayer, Winslow.  
Harrison Jaquith, Albion.  
W. H. Pearson, Waterville.

We are thankful for considerable additions to our subscription list, within a few weeks past. A kind word from a friend, frequently sends us a subscriber. We have a few good friends of this kind, whom we cordially thank for their friendly offices. Whatever else the Mail may have "puffed," it has never praised itself; and if its readers, sympathizing in its modesty, drop a word in its favor, by which its list is enlarged, is the Mail to blame?—say!

THE ILLUSTRATED DOMESTIC BIBLE.—This work has reached its 14th No. It is to be completed in twenty-five numbers at 25 cents a number. Holtkiss & Co. General Agents for New England; it can be had at Mathews's.

GODLEY'S LADY'S BOOK.—The March No. which has







