



5-15-1851

## The Eastern Mail (Vol. 04, No. 43): May 15, 1851

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### Recommended Citation

Maxham, Ephraim and Wing, Daniel Ripley, "The Eastern Mail (Vol. 04, No. 43): May 15, 1851" (1851). *The Eastern Mail (Waterville, Maine)*. 198.  
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# The Eastern Mail.

A Family Newspaper.....Devoted to Agriculture, Literature, the Mechanic Arts, and General Intelligence.

VOL. IV.

WATERVILLE, MAINE, THURSDAY, MAY 15, 1851.

NO. 43.

PUBLISHED EVERY THURSDAY MORNING, BY

E. MAXHAM & D. R. WING.

At No. 31-2 Bowdoin Block, Main Street

TERMS.

If paid in advance, or within one month, \$1.50

If paid within six months, 1.75

If paid within the year, 2.00

Most kinds of Country Produce taken in payment.

No paper discontinued until all arrearages are paid, except at the option of the publishers.

## ORIGINAL POETRY.

### LINES

WRITTEN ON LEARNING THE DEATH OF

GEORGE HENRY GOSSET.

AGAIN those halls may echo to my tread,

Where once at learning's shrine I loved to bend;

Again those willows wave above my head,

Where winds and rippling waters sweetly blend.

But never more those shadows walk along

Shall pulse and glow, or thrill the twilight ring;

Zephyrs shall breathe a melancholy song,

And summer birds but chant a requiem.

Where flowers are wont to bloom, and leaves are green,

Shall mourning wreaths and cypress boughs be spread;

For flower, and tree, and wave, and Nature, e'en,

Are consecrated to the early dead.

The world's impetuous tide still onward sweeps,

Though death's dark shadow looms above its breast;

Nor pauses where the stricken mourner weeps,

Whose heart still seeks, but vainly seeks, for rest.

O, can that heart forget the lonely grave,

Beside Ticonderoga's darkly gleaming strand,

Where pines their moss-clad branches wildly wave,

And sunlight only casts a fitful gleam?

Can it forget that blooming cheek, now pale?

That heaven-lit eye, its fires forever gone?

That thrilling voice, whose music on the gate

Was like the echo of an angel's song?

Ah, no! success may crown his future lot,

And Time's slow tide soothe the mourner's pain;

But in his bosom lives one blighted spot,

Where hope nor peace shall ever bloom again.

R.

## MISCELLANY.

[From Graham's Magazine for June.]

### MOOSE, AND MOOSE HUNTING.

BY HENRY WILLIAM HERBERT.

This gigantic deer, the largest of all the

deer tribe, and which is distinguished from

all others not only by the magnificence of its

dimensions, but by the fact that it is the only

one of the genus which is uncouth in its form,

ungraceful in its attitudes, and awkward and

ungainly in its action and gait, is identical in

every respect with the Elk of Europe, no

distinction being discernible on the closest ex-

amination. It must, however, on no account

be confounded with the great Wapiti Deer or

American Elk, *Cervus Canadensis*, as it is in

every respect different and distinct. The

Moose-deer, which derives its name in the

vernacular from its appellation in the Algon-

quin tongue, *moose*, is entirely a Northern, and

more especially a North-Eastern animal, being

most abundant in the British Provinces of

Nova Scotia and New Brunswick, in Maine,

the northern part of New Hampshire, and the

Adirondack Highlands of the State of New

York, beyond which to the westward it is never

found south of the St. Lawrence, nor I think

is there any reason to believe that its range

ever extended far to the west of this limit,

or southward to the Atlantic coast. In Lower

Canada, on both sides the St. Lawrence below

Quebec, and on the north side so far as to

Montreal, it is exceedingly abundant, but to

the westward of that city it is rarely if ever

found south of the great Ottawa river. A

single Moose was killed during the summer of

1849 by an Ojibwa Indian on the Severn river,

which debouches into the North side of the

great Georgian Bay of Lake Huron, the skull

of which I saw myself, and it was asserted by

the Indians generally, that none of the race

had been killed within the last fifty years, at

nearly which distance of time it was a tradi-

tional belief that one had been killed, a stran-

ger, in the same vicinity. To the northward

of this they roam as far toward the pole as the

forest-region extends, the Moose being, as we

shall see when we come to speak of its struc-

ture and habits, as much adapted to the forest,

as is the American Elk, or Wapiti, *Cervus*

*Canadensis*, to the prairie.

The original limits of these two great deer

would seem to have been originally almost

identical as to their frontiers, the one beginning

exactly where the other ceases to exist, and

the one being as remarkably a western as the

other is an eastern animal. The Elk was

found originally from the western regions of

Pennsylvania, if not throughout all the inland

portions of that state, through all the interme-

diate states, a little way back from the sea-

board, of Virginia, Kentucky, and Tennessee,

in all of which it has now ceased to exist, to

the great prairie states of the west and the

foot of the Rocky Mountains, in many of

which it is still found frequently, although it

cannot be said to abound until you pass the

structure with the camelopard, although the

latter is loftier and far more exaggerated in the

height of his foreparts, owing to the immense

altitude of the trees, a species of mimosa,

which affords his favorite nourishment. Far

ther than this, the huge, flexible, prehensile

upper lip of the Moose, which he uses nearly

as an elephant does his trunk, is of great ser-

vice to him in collecting the leaves and tender

twigs of the birch and alder, which, with the

tips of some of the evergreens, are his choice

dainties. In the summer season, when the

woods are alive with Phœnix-plague of flies

and mosquitoes, which seem to devote them-

selves with particular assiduity to the torment-

ing this great giant of the wilderness, he

delights to resort to marshy pools and lakelets,

where he wades out till his head is barely

above the surface, and lies there wallowing

deliciously all day long in the pure cold water,

safe from his winged persecutors, and browses

in security on the floating leaves, and buds of

the water lilies and on the aquatic grasses

which he crops as he swims or wades about at

his pleasure.

The horns, for antlers they cannot properly

be called, of the male, are an enormous and

apparently useless apparatus, for the bull Moose

fights principally with his huge, deeply-cloven

hoofs, which he handles with great dexterity,

and with which he can inflict very heavy

blows. They often weigh from fifty-six to sixty

pounds the pair, and present a flat palmated

surface, intersected upwardly by irregular ribs

or ridges, each terminating in a short snag or

rounded point, one of which is added every

year until they attain their full stature. The

weight of these is enormous, and accordingly

when the animal runs, which he does at a

heavy, awkward, shambling trot, he thrusts his

nose high into the air, with his short, sturdy

neck pointed up, so that the horns are rested

in some degree upon the back, partly it may

be supposed for the purpose of support, and

partly to avoid entanglement among the

branches and thick-set stems of the cedar-

swamps which they most frequent. These

horns they shed annually in the spring of the

year, and annually renew, the surface being

covered with a soft velvet-like fungus while

they are young and tender, and gaining hard-

ness and consistence till in the rutting season,

which occurs in the later summer and early

autumn, they are perfect in size and formidable

as weapons of offense. At this period the bulls

may be heard roaring and bellowing through-

out the mountain-gorges of the ranges which

they frequent, in the evening especially, and

in the early gray of dawn, and when they hear

the lowing of the cows they come crashing

through the forests with fierce and amorous

heat, and if two rival suitors meet in the pres-

ence of a single sultana, who to the weaker, for

he must needs go to the wall, after a desperate

conflict fought out, as if by the knights of old,

in the presence of the queen of love if not of

beauty, whose carresses are to be the reward of

the victor.

Of this propensity foresters take advantage

in the season, by imitating the call of the cow

Moose, which is easily done by blowing a

peculiar note through a common cow-horn, the

end of which is partially immersed in water, or

on a trumpet made of birch or alder bark for

this very purpose by the Indians, who are

great adepts at its use, and rarely fail to extract

a reply from the bulls, and ultimately to lure

him up within a few feet of the circle of hem-

lock or cedar boughs among which they await

the opportunity to strike.

It is not infrequently happens that two bull

Moose will be attracted by the same call, will

bellow their responses to it through the echo-

ing ravines and gorges, and will finally tear

down through the rent and crashing under-

wood, and meeting with a roar of defiance do

battle at once in the presence of the am-

bulous enemy, who watches for his advantage

at every instant of the fray, and rarely fails to

bring down both of the competitors for an im-

aginary fair one, by a cowardly and ignomin-

ious triumph. And a magnificent spectacle it

must be to witness, alone and unassisted in the

depths of the primeval forest, in the gray and

me the wilderness. "The life in the woods

for me!"

When winter sets in cold and stern, then it

is not the Moose's paradise—rather it is his

anti-paradise, and the winter of his discontent

affords his favorite nourishment. Far

ther than this, the huge, flexible, prehensile

upper lip of the Moose, which he uses nearly

as an elephant does his trunk, is of great ser-

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ORIGINAL POETRY.

"Wine is a mocker. Strong Drink is raging."

I am thirsty—bring the cup!  
I am thirsty—fill it up!  
"Fill with water!"—No, with wine,  
From the claret of the vine.  
"Toch! not, taste not, handle not!"  
Are these warnings all forgot?

Ah! but I must have it now,  
For my spirit sinketh low;  
Sense of other days arise!  
"Fearful visions pain mine eyes!"  
"Look!—they come!—they come!—Ah me!  
Frightful writhing forms I see!"

Back! companion of the vile!  
Back! with your derisive smile!  
"Murdered!"—thou—now hast thou led,  
"Thy wife too?"—she pined and died!  
"Ragged children!"—well, what then?  
Most degraded forms of men!

"Naked, frozen, bleeding feet!  
"Not a crumb of bread to eat!"  
"Shivering on a heap of straw!"  
"Fire gone out!"—[I hear no "law."  
Others, too, have done the same,  
Why, then, stigmatize my name?

No—I never did this wrong!  
But whence come this angry throng!  
Fast they gather round my bed!  
Filmy wings flap o'er my head!  
"Fires devour my heart!"  
Hark!—they cry "Depart! depart!"

Conscience cease! I am too weak,  
Too late to try to speak.  
Must I yield, relentless death?  
Art thou come to quench my breath?  
O! my righteous Judge I see,  
"Rocks and mountains" cover me.

(From the Portland Advertiser.)

The A. & K. R. R. and the A. & K. Railroads.

It is well known to all the stockholders in the Androscoggin and Kennebec Railroad Company, that questions deeply affecting their interests, have been raised, having immediately in view the extension of the line to the city of Bangor. The discussion of these matters has led many persons, formerly uninformed as to the true history and condition of the Company, to look into its affairs and make a careful inquiry in relation to the various questions now pending between the A. & K. R. R. and the A. & K. R. R. Companies. Many have been led to adopt this course from the surprise excited in their minds, by the statements of Mr. Noyes, the late Superintendent of the A. & K. R. R., at the meeting of the stockholders at Winthrop on the 13th of March last. Mr. Noyes, at that meeting complained of the Directors of the A. & K. R. R. and insisted that the passengers and freight of the A. & K. R. R. ought to be carried over the A. & K. R. R. on terms as favorable as those known on any of the connecting roads in Massachusetts.

The example most relied upon by Mr. Noyes, was the case of the Boston & Providence & Taunton Branch roads. The distance from Taunton to Boston is 35 miles, of which the Taunton Branch has 11 miles and the B. & P. R. R. 24 miles. Mr. Noyes asserted that the Providence road carried passengers, for the Taunton branch, 24 miles, for 25 cents, and freight at 60 cents per ton. The correctness of Mr. Noyes's statements was questioned by Mr. Little, the President of the A. & K. R. R. R. at the time, but he re-affirmed them, with greater positiveness than before. At this meeting no arrangements of any sort were perfected, and at the adjournment it was proposed to refer this question, and all other questions then raised, to a special committee of the stockholders, consisting of Messrs. Noyes, Ware, Morrill, Goodenow and Edward Crane of Boston for action in the premises.

The committee have up to this time made no report of progress in adjusting the matters referred to them, though they have had a long session in this city, and Mr. Noyes has since put in circulation a petition to the Legislature of Maine, asking for a charter under the name of "Maine Central Railroad Company," asking authority to construct an independent line from some point on the A. & K. R. R. Co. into Portland, or to a point of connection with the York & Cumberland R. R. The line of policy pursued by the committee may now be regarded as fairly disclosed to the public, and I propose to examine into the subject and to lay before the stockholders such information as I may from time to time deem it advisable to give, as to the policy heretofore pursued by the responsible officers of the two companies.

In the first place, and before giving a history of the negotiation between the A. & K. R. R. and the A. & K. R. R., I have a few words of reply to the statements of Mr. Noyes, made at the Winthrop meeting. His assertions at the time had a decided effect upon the minds of the stockholders and upon my own among the rest, for I had heretofore regarded his statements as reliable, and made on suitable inquiry.

Information since received from the Superintendent of the Boston & Providence road, shows that Mr. Noyes's statement was not true. According to the statement of the Superintendent under date of March 19th, the basis of the contract between those two roads is as follows: The whole distance is 35 miles, fare for passengers 75 cents. The Boston & Providence road charge, *pro rata* deducting half a cent a mile for the use of the cars, this gives them 51.25, 12 cents out for the use of cars, 39.86. They in fact receive but 37.50 just 50 per cent, more than Mr. Noyes's statement.

The freight is divided into three classes, and charged 1st class \$2.50, 2d \$2.3d \$1, that is \$5.50 for three tons and averaging \$1.83. The freight is principally of the 2d and 3d classes. The Providence road charges for loading, housing, unloading and other depot charges 65 cents per ton, which is deducted before dividing: \$1.83 less 65 equal 1.18 or 83.7 a mile, which multiplied by 24 equal 80.88, from which 12 cents is deducted for cars, and it leaves 68.88. On the three classes the Providence road actually receives 60.32 and 65 for loading &c., making 1.25 and a fraction over. So that the actual charge is 1.25 instead of 60 as stated by Mr. Noyes.

It cannot be disguised that there is a feeling of uneasiness and disappointment among the stockholders of the A. & K. R. R. at the result of the operations of the road to the present time, compared with the cost at which it was built. The cost has been much greater, and the income much less than was expected and promised by those who first started the enterprise. Relative to the cost, I propose to examine fully into this by and by.

The same feeling of uneasiness and disappointment exists at both ends of the line; but the result is ascribed to quite different causes, by those residing at different localities.

At the western end of the line the impression prevails that the income of the road is far below what it would be, with ordinary rates of fare. It was stated at the Winthrop meeting that on through business, to and from Waterville, the rates of transportation were the same as to Winthrop only and the intermediate stations. Those rates were \$2 per ton. With the present amount of business, the road, it was stated, was doing a losing business. These rates were fixed by the old Board of Directors, and all the propositions to modify these rates have been resisted at the Eastern end of the line.

Again, it is asserted at the Waterville end of the line, that the depressed condition of the

stock, is owing to the unreasonable and exorbitant terms exacted by the A. & K. R. R. for transportation, and to from the Danville junction and Portland.

I think I have fairly stated the true position of matters as far as relates to the alleged difference of opinion at the two ends of the line. What are the facts of the case?

The particular arrangements between connecting roads depend on a variety of circumstances, but mainly on the amount of business and the uniformity of the loads carried. If every train of cars is fully loaded, the cost of transport may be very materially reduced below the ordinary, or common rates, now charged in New England. But when there is only a limited amount of business done, the charges must be so graduated as to cover the cost and allow a reasonable profit for doing the business.

When the A. & K. R. R. was opened to Waterville, a provisional agreement was made with the A. & K. R. R. to carry freight *pro rata*; that is, in proportion to the distance over each road, deducting 10 per cent. for the use of cars—the Androscoggin and Kennebec R. R. to fix the rates of transportation over both roads. This was the condition of the road, at the time the present Board of Directors came into office, Mr. Noyes being Superintendent. More favorable terms have been insisted upon by the present Board of Directors, and in view of the matters in question, the Board of Directors of the A. & K. R. R. have made an offer to refer the question to arbitration, or to fix upon a specific price for both passengers and freight.

The Atlantic road offers, it is said, to take passengers and freight from the A. & K. R. R. to Portland for the fixed sum of fifty three cents each, and freight *pro rata*, with a deduction of two-thirds of a cent per mile for a ton, for the use of cars. The effect of this agreement would be, that on a passenger from Waterville to Portland, the fare being two dollars, the A. & K. R. R. would receive \$1.47 for 55 miles, or 2.67 cents per mile, and the A. & K. R. R. would receive 53 cents for 27 1/2 miles, or about 1.92 cents per mile. Taking the average of these two extreme stations, the A. & K. R. road would receive at the rate of 5.25 cents per mile, the Atlantic road at the rate of 1.92 cents per mile.

The charge for the transportation of merchandise from Waterville to Portland is 2 dollars per ton, or at the rate of 24 cents per mile for 83 miles. The Atlantic road offers to carry at a *pro rata* freight, which would give them one-third, deducting two-thirds of a cent a mile, which will amount to a fraction over 18 cents. The division then would be, on a ton from Waterville, to the A. & K. R. R. 133 plus 18 equals 151, about 2.76 cents per ton per mile. On a ton from Lewiston Falls or Danville, the freight being the same as from Waterville, \$2 a ton for 33 miles, gives about 6 cents a ton per mile. The Atlantic road for 27 1/2 miles about 1.64, minus 18 equals \$1.56, or at the rate of 5.4 cents per mile. Taking the average of these two extreme stations, the A. & K. R. road would receive 5.88 cents per mile, the Atlantic at the rate of 3.35 cents per mile.

It was stated by Mr. Little at the Winthrop meeting, that the amount of the Lewiston and Danville freight was greater than that of Waterville, or any other station on the Waterville road.

It is submitted to the calm judgment of the stockholders of the A. & K. R. R. whether these terms are so exorbitant and oppressive as to require them to build an independent road into Portland, and whether the representations so freely thrown out against the Atlantic road have not originated in some other motive than a desire to promote the best interests of the stockholders.

But suppose we generalize the results of the business from these two stations—Waterville and Lewiston—one step further, and see what the whole business averages on the two roads:

Average of passenger fares to A. & K. R. R.	2.25
Average of freight,	3.88
21.113	
Average of the whole business to A. & K. R. R.	5.56
Average of passenger fares to A. & K. R. R.	4.92
Average of freight,	3.35
25.27	
Average of the whole business to A. & K. R. R.	2.63

It will be seen by the foregoing comparative statement, that the average of the whole business gives to the A. & K. R. road at the rate of 5.56 cents per mile; to the A. & K. R. R. road at the rate of 2.63 cents per mile.

It ought to be stated that the offer of the Atlantic road as now made, proposes to extend the settlement of the accounts back to the commencement of the present financial year, from July 1850.

Further illustrations hereafter to be given will enable the stockholders of the A. & K. R. R. road to see why the road has cost more than the estimates.

A STOCKHOLDER.

(From the Portland Advertiser.)

MR. EDITOR:—My attention has just been called to an article in your paper of the 30th ultimo, which, I am informed, was written by John A. Poor, Esq. I desire to notice only so much of that article as contains charges against me personally. In my remarks at the meeting of the stockholders at Winthrop, I made no "complaints" of the directors of the Atlantic and St. Lawrence Railroad Company, although I did insist that the terms on which the joint business of the Atlantic Company was transacted were hard, and ruinous to this corporation. Among others, I instanced the terms on which the Boston and Providence Railroad Company carried passengers and freight over their road between Boston and Mansfield, (24 miles), for the New Bedford and Taunton and the Taunton Branch Railroad Companies. The remarks which I made in regard to the division of the receipts of the connecting business between these corporations, were based upon the following statement in writing, taken down by Wm. C. Taber, of New Bedford, as the treasurer of the New Bedford road gave them to him from the books of the company, under the direction or aided by Thos. Wendall, a director of that road. I stated, when I read the terms at Winthrop, that they were furnished me by the officers of that corporation. The statement furnished me is as follows:—

"Fare from New Bedford to Boston, 51 miles, \$1.50  
New Bedford and Taunton, 20 " " .75  
Taunton Branch, 11 " " .50  
Boston and Providence, 24 " " .75  
For drawing trains over their road, .25

PROPORTION OF FREIGHT.  
New Bedford and Taunton, 34 " Load and unloading, .45  
Taunton Branch, 11 " " .25  
Boston and Providence, 24 " " .45  
An engine furnished by the Providence road is stationed at Mansfield, that takes the New Bedford train from Mansfield to Boston and back, once each day, and once each day back and forth, the New Bedford cars are attached to the Boston and Providence train."

On the suggestion of Mr. Anderson, and not Mr. Little, that, possibly, the statistics which I had read might be incorrect, I again stated that I relied wholly for their correctness on the accuracy of the officers of the company who furnished them. I did not state that freight was carried over the Boston and Prov-

idence Railroad, 24 miles, for 60 cents a ton, but stated that, could our road have as favorable terms as those of the New Bedford and Taunton Roads, we should pay the Atlantic and St. Lawrence Railroad Company not exceeding 60 cents per ton, instead of between 90 cents and \$1.00, as we then did.

Immediately after the adjournment of the meeting, on the suggestion of Mr. Anderson, as above stated, I wrote to Mr. Swasey, the superintendent of the New Bedford and Taunton Road, to send me a copy of the contract existing between the corporations with which he was connected and the Boston and Providence Railroad Company. Instead of a copy of the contract, he sent me a statement of the terms existing between the several roads, as follows:—

"New Bedford and Taunton Railroad, 20 miles; Taunton Branch Railroad, 11 miles; Boston and Providence Railroad, from Mansfield to Boston, 24 miles.

DIVISION OF FREIGHT.  
Freight at New Bedford, 37 1/2 " .50  
Taunton Branch, 11 " " .25  
Boston and Providence, 24 " " .45  
37 1/2 " .50  
11 " .25  
24 " .45  
72 1/2 " 1.20

Freight from Taunton to Boston.  
Freight at New Bedford, 37 1/2 " .50  
Taunton Branch, 11 " " .25  
Boston and Providence, 24 " " .45  
37 1/2 " .50  
11 " .25  
24 " .45  
72 1/2 " 1.20

The Boston and Providence Railroad Company furnish for the present business, freight house, yard, room, &c., and haul the cars on their road. The branch roads loaded and unloaded the freight, and keep the accounts of the same, furnish the cars and men them.

For the passenger business, the Boston and Providence Railroad Company furnish depot accommodations, sell tickets, &c., and haul the cars over their road, on train daily, by a special engine, and one each way in connection with their trains. Cars are furnished by the branch roads, and manned by them.

FARE—From New Bedford to Boston, \$1.50, is divided as follows:—  
New Bedford and Taunton, 37 1/2 " .50  
Taunton Branch, 11 " " .25  
Boston and Providence, 24 " " .45  
37 1/2 " .50  
11 " .25  
24 " .45  
72 1/2 " 1.20

On the receipt of this communication from Mr. Swasey, seeing that it differed in some respects from the statements written by Mr. Taber, I immediately wrote to the last named gentleman, informing him of the discrepancy, and asking where the error was, and on which statement I might rely as accurate. He immediately wrote me, (but not in season for the second meeting at Winthrop,) that the error was in the one which he furnished, and that the one from the superintendent was to be relied upon.

Such, Mr. Editor, are substantially the facts on which your correspondent bases his charge against me of stating a falsehood at the meeting referred to. It is a wilful withholding, on his part, of the explanation given at the time by me, as to the origin of my information. I will not allow myself to apply to the individual who wrote the article, present at the meeting as he was, and must have heard and understood the explanations given, such epithets as his meanness would warrant. If his future efforts "to enlighten the stockholders from time to time as to the policy heretofore pursued by the responsible officers of the companies," shall prove as lucid and truthful as those already before the public, the stockholders will be under lasting obligations to him.

EDWIN NOTES.

Waterville, May 3d, 1851.

"I may here say also, that on the 17th day of April last, I called on Mr. Lee, the superintendent of the Boston and Providence Railroad, and he stated to me the same facts as to the division of fares and freight as is stated in Swasey's letter, and that the branch roads loaded and unloaded their own freight in Boston—the Boston and Providence Railroad Company furnishing yard room, depot room, and hauling the same over their road.

A VICTIM TO THE "DROP GAME."—An elderly gentleman, belonging in Richmond, Me., named A. W. Dinsmore, came to the Marshalls office this morning, and related the following story: He had, he said, just arrived in the Portland boat, and was coming up the wharf, when a young man stumbled and fell near him. Jumping up, he said to the old man, "you have lost your pocket-book." "No," said the old man, "I have not." "But here is one," said the young man, producing it, "and it appears to be well filled," pointing to the figures of hundreds and fifties which peeped out of the sides. "I am in a hurry," said the young man, "and if you will give me a fifty spot you may have it." The old man, unsuspecting of fraud, produced the money, took the pocket-book, and the young man departed. The old man went up the street, examining his prize, which he soon found to be perfectly worthless, as its contents were daguerrian shop bills, &c. This is the second personage from "down east," who has been victimized in this way, in this city, within a week. It would appear to be the duty of the papers in that region to warn the unsophisticated inhabitants of their State of the danger which surrounds them while visiting this wicked city.

STILL ANOTHER.—This morning, a down east merchant, hailing from the town of Athens, Me., was cheated out of fifty dollars by the drop game. Before breakfast the merchant concluded to take a walk, and was shortly joined by a yawning personage, who assumed to have put up at the same hotel; the latter proposed a visit to the scene of a fire the previous night, which was acceded to by the unsuspecting victim. It was not long before a third personage came up with a pocket book, apparently well stuffed with bank bills, tens, twenties, &c., and asked if they had lost it. An answer in the negative led to a proposal from the finder, who said he was in a hurry to catch the cars, to part with it to them for \$50. The companion of the merchant declined on the ground that he had left his money in the safe at the hotel, and finally the merchant was induced to pay \$45 to the supposed finder, who delivered up the pocket book and departed. Before reaching the hotel, the companion of the merchant recollected a previous engagement and walked off. The merchant upon reaching the hotel informed the landlord of his "good luck," but upon opening the pocket book found that, with figures of tens and twenties pasted on the edge. The first companion of the merchant was no doubt an accomplice of the assumed finder of the pocket book.—[Boston Traveller.]

BRANDING SCREWED HAY.—As upwards of 100,000 tons of pressed hay is annually exported from Maine, it is highly important to farmers to understand the law affecting their rights, under the revised statutes of the State. The revised statutes provide, that "all hay, pressed and put up in bundles for sale, shall be branded on the bands or boards enclosing the same, with the first letter of the Christian name, and the whole of the surname, of the person packing, screwing or otherwise pressing the hay, and also with the name of the place where the owner or person pressing the hay, lived, with the name of the state."

It was further provided, that all hay thus branded, should be *forfeited*,—one half to the informer, and one half to the use of the town where sold or offered for sale, provided the same is libeled as the law directs.

The general opinion was that our farmers could suffer nothing, if they did not follow the

literal import of this statute, as few persons could be mean enough to resort to so dishonorable an act as to complain of a farmer and seize his hay, in consequence of the neglect of his employee, who was employed to press it, to use a brand. But a recent decision of the Supreme Court, in Portland, shows the necessity of great caution on the part of our farmers, to have their hay branded. And every person employed to screw hay should have a brand, with his own name, place of residence, and State of Maine, upon it.—[Maine Farmer.]

The Eastern Mail.

WATERVILLE...MAY 15, 1851.

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

A. B. LONGFELLOW, of Palermo, is Agent for the Waterville 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. PETERSON, 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 Sons of Temperance at Work.

A spark from the old Washingtonian flame has been gradually but steadily kindling up in Waterville, for some weeks past. It is chiefly within the ramparts of the Sons of Temperance, and its influence, though not widely seen, is deeply felt. With little parade and few words, it is quietly doing up the work of prosecuting committees and police courts, in a way that will puzzle the lawyers and leave some of the rum-sellers in a quandary. Some fifty men have taken the pledge of the Order, and many more are on the way to its beautiful rites and redeeming principles.

It is known to members of the Order generally that Ticonic Division is one of the largest in this section of the State. Its numbers have been much increased within the past year, and the field seemed to warrant work for a new organization of laborers. A charter has been granted, and a new Division organized, under the name of "Waterville Division No. 58." With but a few weeks labor, it already embraces near forty members—good men and true, and just the kind for Sons of Temperance. The officers for the present term are,

Purmort Hill, P. W. P.  
Richard M. Perley, W. P.  
Isaac W. Wheeler, W. A.  
Theodore Ashley, R. S.  
R. T. Simpson, A. R. S.  
Wm. C. Bridge, F. S.  
Timothy McIntire, T.  
J. H. Brown, C.  
James P. Hill, A. C.  
Asa Pollard, I. S.  
Esau Savage, O. S.

Moral suasion is without dispute the best kind of suasion for the drinkers, if not for the sellers of rum; and when applied in this way, is sure to introduce a kind of suasion that will, when thoroughly tested, "tap the jugular" of the opposers of temperance in the nicest possible way—namely, *tee-total* suasion. This is the only suasion directly embraced in the pledge of the Sons, and it is now operating with wonderful effect in Waterville.

High Schools in Waterville.

The public examinations at our academies last week, together with the presentation of statistics through the published Catalogues, has drawn attention to their condition and prospects with more than usual interest. We could not be present at either of the examinations. A friend has noticed that of the Waterville Academy, as seen below. The Liberal Institute has been hardly a year under the charge of Mr. Weston, and its success, as indicated not only in the number of its pupils, but in the strong hold it has taken of public confidence, has more than met the most sanguine hopes of its friends. It has laid a foundation, even in this brief period, that guarantees a high degree of success. The efforts made to this end seem already to have been widely appreciated abroad, as well as among our own citizens. The number of its scholars is greater than falls to the lot of older and mature institutions, in other places of equal advantages.

The examination was highly gratifying to those present; indicating, as we are assured, a thorough and successful mental training, rarely seen on such occasions. It may safely be said that no place in New England offers better opportunities for a preliminary, or even a liberal education, than Waterville. The excellence of her academies is even extending to her common schools, which are presenting decided indications of improvement,—and which need nothing but the liberality that characterizes other villages to permit them to compete with any others. A title of the liberality manifested towards free bridges would be much more creditable to our village. We had rather pay toll to our bridges than to our school houses.

(For the Eastern Mail.)

Waterville Academy.

The examination took place on Friday, the ninth inst., at which we had the curiosity to be present; and we were gratified to find that we were fully compensated—not by any pre-concerted display, but in witnessing the progress in study, and development of mind the pupils appeared to have made under their course of instruction. The number of scholars for the past term, as shown by the catalogue, has been 138, about 40 of whom were engaged in the study of the languages, and a large portion of them pursuing a course preparatory for College. The course of instruction appeared to have in view that most important object, a thorough acquaintance with elementary principles, the attainment or non-attainment of which will manifest its effects at every future period in the progress of study. The recitations in Latin and French were highly creditable, both

to instructors and pupils. They evinced in the former a clear and just conception of the wants of scholars at the different stages in the progress of mental improvement, and well commend them to the confidence of those who can appreciate the advantages of a thorough and well regulated course of study. We regret we were present in season to hear but few of the recitations in the English department, but those we heard were highly interesting and commendable. The Principal, Jas. H. Hanson, has been in charge of the school for some eight years past, and his known success and experience, we may safely say, well recommend him to the confidence of all who may desire to avail themselves of the advantages of an efficient and thorough course of instruction.

A Rare Chance for the Ladies.

The beautiful and extensive display of house plants now open in Marston's Block, affords the ladies an opportunity that rarely occurs, for procuring choice and pretty varieties. It is interesting to notice the avidity with which the opportunity is seized upon. A box of rare millinery thrown broadcast in the street, would not induce a more eager rush for the first choice than do the roses and pinks in this rare bouquet of temptation. There are few fathers or husbands that do not look with pleasure on these evidences of taste and refinement in their wives and daughters, or who would not devote money to its gratification more freely than to the purchase of a jaunty bonnet or shawl. Next to children, a collection of household plants are a cluster of household gods, whose refining influence, like the gradual unfolding of their leaves and blossoms, tends always towards the seed and germ and fruit of household virtues. They are a part of poetry, painting, music, sculpture—and those who love and cherish them, partake the spirit of all these. We advise everybody to look in upon the pretty collection, even if they do not purchase. It is creditable to be seen admiring them. They are going off rapidly, and those who would secure a choice present for a wife or daughter—or for a lady-love, as several nice young men have done—should call early, as what remains of the assortment is to be sold at auction to-morrow forenoon. [See advertisement in another column.]

GEOLOGICAL SURVEY.

The papers are urging the subject of a geological survey of the State. We most heartily lend our voice to the aid of the project, as one eminently calculated to advance the general interest of our State, and of Agriculture in particular. Pennsylvania has recently made an appropriation of thirty thousand dollars for a survey of that State, and we think Maine may safely venture some four or five thousand. The farmers should insist upon this appropriation, so directly calculated to profit them. We hazard nothing in assuring our readers that the voice of Waterville, through her representative, will go to forward the enterprise; and we think a liberal policy will be brought to favor the object throughout the State. The Belfast Journal has an able article on this subject, which closes with this suggestion—

"It seems to us peculiarly important that Maine should take such steps to develop her natural resources,—and we believe them to be hardly exceeded,—as may check the tide of emigration, which is carrying our best bone and sinew away from us to places where the returns of labor are more immediate, and, perhaps, larger. Such a step, it seems to us may be made now. Certainly the appropriation needed is not large enough to frighten any one; and to it there can be no local or political opposition,—for the results would be alike beneficial to all."

A HARD HIT.—An expelled member of the Sons of Temperance in Waterville, was pretending to disclose to several companions some part of the responses, in the initiating service of the order. A young Son of Temperance who was present denied their truth, when the following dialogue occurred—

"Didn't I have to say that, or something like it?"  
"No."  
"Well—then I'd like to know what I did say."  
"Well, I can tell you."  
"What?"  
"You said, among other things, 'I solemnly pledge my honor as a man!'"

This ended the conference, and it is said the expelled member has made no "disclosures" since.

The Somerset Teachers' Institute just closed "heartily recommends Dr. Mandeville's entire series of reading books to the examination of teachers and school committees." There were seventy-two ladies and fifty-seven gentlemen in attendance.

FIRE IN STARKS.—We learn that the dwelling house of Mr. Alvin Seavey of Starks was destroyed by fire last week, including nearly all of its contents. The fire is supposed to have been communicated from a pipe which some one had been smoking in the house. No insurance. Loss not stated.

Daniel Moor, Jr., formerly of Maine, has obtained from the Indiana Legislature a charter to navigate White River by steam vessels for twenty years.

The above paragraph is passing the rounds of the papers. Mr. Moor resides in Waterville, and is well known for his enterprise in connection with river navigation. We understand he has sold out the privilege secured by the above charter, for a very pretty sum, to a gentleman of Hallowell.

RAILROAD ARRANGEMENT.—The Portland Advertiser says that at a meeting of the Directors of the Androscoggin & Kennebec and the Atlantic & St. Lawrence railroads, in Portland, last week, a contract relative to both passengers and freight was concluded, on terms which there is reason to hope will be satisfactory to the stockholders of both roads.

OUR TABLE.

GRAHAM'S MAGAZINE for June is most excellent, as indeed all the numbers of the volume which has just closed have been. He promises that the number for July, which commences a new volume, shall surpass any magazine that has ever been published. This is promising much; but what Graham says he will do, never fails of being done. After June 30th, the postage will be but 2-1/2 cents under 500 miles, and 1500 miles 5 cents. Single subscriptions, \$3; \$5 will pay for two years. All who wish for a richly embellished magazine, of a high literary character, and full of sparkling and spirit, will here find what will suit them. Address George R. Graham, 134 Chestnut-st., Philadelphia.

GODLEY'S LADY'S BOOK.—No one enters for the ladies like Godley, and therefore it is that the Lady's Book is so popular. This magazine goes not by fits and starts, but is always excellent and constantly improving. The number for June is no exception to this rule, and is beautifully embellished. Address L. A. Godley, Philadelphia.

SARTAIN'S UNION MAGAZINE.—The June number has no less than 21 embellishments: the "Scenes in the Life of the Savior" are fine, and "Open your mouth and shut your eyes" must provoke a smile from every one. Look out for something choice in the July number—the first of a new volume—for in addition to the usual attraction, the publication of the prize articles will then be commenced. Send in your names—and dollars—to John Sartain & Co., Philadelphia.

PETERSON'S LADIES' NATIONAL MAGAZINE for June, with its usual variety of picture and story, has come to hand. A new volume commences with the next number, and the publisher offers to all new subscribers a premium of one dollar's worth of standard books—a list of which is given—thus reducing the price of the Magazine to one dollar! As the postage is also reduced, cannot afford to receive large accessions to his list of subscribers. Address Chas. J. Peterson, 98 Chestnut-st., Philadelphia.

THE DOLLAR MAGAZINE.—With each succeeding issue this magazine improves; and yet it continues to be afforded for one dollar a year! How this is done has always to us been a mystery; but if the publishers are satisfied, the public, we suppose, need not care. It is certainly the cheapest magazine published, and the best. Address E. A. & G. L. Duyckinck, 109 Nassau street, New York.

Subscriptions to all these Magazines received, and single numbers sold, in Waterville, by Charles K. Mathews, Phoenix Block, and Geo. H. Griffin, Hanson's Building.

FACT, FUN AND FANCY.

Two gentlemen were lately examining the breast of a plough on a stall in a market place. "I'll bet you a guinea," said one, "you don't know what this is for." "Done," said the other, "it's for sale." The bet was won and the wager paid.

A western writer thinks







