This section of the State suffered considerably from the plundering marauders of the British fleet during the war of 1812. The torch beside did a full share of mischief. The epidemic of that period swept off many hundreds of every age from the south-western peninsula. These drawbacks, losses and misfortunes, may also have aided in delaying the prosperity of the oldest section of the State. Emigration is in a measure suspended. Wars it is hoped are over for a time at least, and no pestilence of a fearful or general character has visited us for nearly a half century. The time, therefore, promises to be propitious for recuperation and for improvement. We entertain some delicacy in suggesting the mode of inducing immigrants to take up their abode with us. There will be some difficulty, no doubt, in diverting the tide of immigration from its wonted channels. The ship is barely moored to the wharf before her living freight is on the train for the West. The strangers give themselves no rest until they breathe the trans-Mississippi air, nor do they manifest any interest whatever in the country they travel over.

Their purposes are fixed, and the contracts likely perfected before they leave the fatherland. Inducements of considerable weight, must be held out for a while at least. The early Colonial Proprietary of Maryland, gave a bonus of 100 acres or more to every able-bodied white man that came into the Province to inhabit. Similar inducements were also held out to the other sex. The country was then a wilderness, without schools or churches, and except immediately on the navigable waters without clearings. A crowded population at home, however, with the love of adventure, and religious intolerance, all combined to make his Lordship's "conditions of plantation" acceptable and for a while strangers poured rapidly into the colony. This is a matter of record and is referred to as merely furnishing an idea. We want from abroad, land buyers and land workers — Both may be found in Germany. The Germans, however, will not become our tenants. Those who settle in this country bring money.

The very poor, the unenterprising and unambitious rarely emigrate from any country.

A farm of 20 or 30 acres satisfies a German. He wants no more land than he can cultivate to an advantage. But a few years past a colony of Germans made arrangements to locate in St. Mary's county; several hundred acres of land were contracted for, be divided into 20 acre lots, and the building of the houses for the different families was on the eve of being commenced, when the entire arrangement fell through. We see no reason why a similar plan carried out in good faith should not be successful. A small gratuity of 3 acres might be thrown in if found necessary.

There is scarcely a landholder in south-western Maryland that cannot part with twice 20 acres to such a class of people, and be gainer by the transaction. Men are very slow to part with property even though profitless to them to secure mere probable advantages. The bait is of certain value, for it is so considered while the capture of the prey is doubtful. Some with more craft and selfishness, may recommend the sacrifice to others while they decline making it themselves, under the hope of reaping equal advantages with those that do. State legislation may legitimately interpose, when ignorance, selfishness and skepticism stand opposed to improvement.

Every citizen of the State is interested in the prosperity of south-western Maryland. The Marylander who feels no interest in any section but his own, is but little wiser than the seaman who cared not how soon the stern of the ship went down as long as the forcastle was afloat.

The improvement of this peninsula would be advantageously felt by every tax-payer in the State, and by the citizens of Baltimore particularly. South-western Maryland has besides, claims upon the upper section of the State, as well as upon those of the Monumental city.

Every property holder amongst us has been paying taxes for nearly [illegible] years to secure to them those transportation facilities which we are now asking for ourselves. The obligation is none the less binding from the fact that the delegation from the lower counties of the Western shore, voted, we believe, as a unit for every appropriation for the improvement of upper Maryland and to the advantage of Baltimore. The obligation is not cancelled by the late conditional appropriation of five hundred thousand dollars, for internal improvement purposes to the peninsular counties. The share allotted to each county is insufficient to secure any real advantage to either of them, nor can the appropriation be so united to one joint fund as to construct any railroad improvement beneficial to all of them. The Patuxent river separating Calvert county from the rest cannot be bridged below Hill's Landing. All this may appear to have no connection with the Southern Maryland Railroad. But the Company organized under the charter of that work, will be the most suitable agent to make and perfect the necessary arrangements for immigration, while in doing so, they will secure the funds required to carry on the works of our railroad. By the condition of the charter, real estate may be taken in payment for stock. Our surplus lands should therefore be assigned to the Railroad Company. Should the Directory be successful in their negotiations with foreigners, we not only secure the increase of population so much needed, but railroad facilities also.

If immigration should be once commenced to this part of Maryland, it would continue to flow in upon us until there would be no spot left untenanted. For every family that leads the way, we may safely count on ten more to follow. A quadruple population has been spoken of heretofore, but this may be doubled, and probably twice doubled, to advantage. The country is fully capable of sustaining a ten-fold population.— There can be found in the whole peninsula not a spot of upland that has not been in cultivation or is now covered with timber. Some lands have been worked down by improvident tillage, but there is not an acre of upland between Point Lookout and Washington that cannot be made capable of a profitable cultivation. For a full statement of the industrial resources, social advantages, health, climate, &c., of this region of Maryland, we refer you to the Report of Dr. Higgins. It may not be useless to add that there are few sections of country where timber for fuel and building material is more abundant. Besides, the peninsula is well watered from end to end, and springs of excellent water are found in abundance on every plantation. The fountains spring from the heights of Good Hope, quite down to Centreville, in Prince George's county, and furnish as good drinking water as can be found in the country, or probably in the world.— In addition to this, we have no overflow to contend with, and no expense in constructing mountain embankments to protect our fields. The beasts of prey have been exterminated for more than a century, and "the milk sick" of the West— the weed or grass that poisons the cow, as well as the milk and butter, was never known among us. To the owners of real estate, not only on and near the route, but throughout the entire peninsula, the road must be highly advantageous by bringing into the country a better class of laborers, as well as purchasers of their now profitless land at advanced and constantly advancing prices. On this subject permit us to refer to the Report of J. R. Trimble.

The Southern Maryland Railroad will be the cause of enabling the children, the old and the decrepid, who are incapable of field labor or the worship, to become self-sustaining, instead of being, as they now are, a tax upon the industry of their friends. They may find paying employment in gathering and carrying to the station the natural fruits of the country, as well as such other articles of light burdens as the new facilities for transportation may induce our people to cultivate. How many wild fruits, berries, grapes, nuts, &c., worthless here, but highly valued in the cities, ripen, fall, and are lost every year! How much, besides, of the fruits of the orchard are lost in the same way on every plantation.

The Southern Maryland Railroad will, we presume, aim to accommodate traffic principally. The train may consequently stop wherever the public accommodation may require. On this account we may, with good reason, expect that the labor of the country would very soon be diverted from the cultivation of bulky crops that now pay nothing, to the production of articles of easier transportation that will pay better at least, if they do not pay well; nor would it be at all extravagant to imagine that orders from the hotels, restaurants, boarding-houses and private families of the cities, should be sent daily by the down train to their respective agents and caterers along the line for the next day's supplies. The luxuries of the season, whether of the water or land, could be put on the train at Point Lookout in the forenoon, and arrive in Washington or Baltimore the same day in good time to make glad the hearts of the citizens at dinner. An improvement that promises to bring so many advantages, and to effect so many necessary reforms —to settle our peninsula with a dense and thrifty people to work their lands now going to waste; give them the lime to fertilize it; choice of markets, Washington and Baltimore, for their garden products and fruits; cause them to divide up their now cumbersome and unwieldly farms (unprofitable because they are so) into small farms well tilled, thus enhancing their value four-fold, to reduce the burdens of taxation in the same proportion; to find paying employment for those who now are mere burden upon their friends; to give us a home market with our manufacturers and mechanics amongst us to enable us to transact our commercial business without paying double freights, occasionally ocean freights and commissions on both the sales and purchases; fill our ports, rivers and harbors with our own shipping; to open to all and at all seasons, certain and swift communication with the Baltimore and Washington markets, as well as with the channels of travel and trade to furnish the city of Washington with daily necessaries and luxuries for her growing population, and aid in retaining the National capital in its present location; to give to the inhabitants of the District as well as to the Federal Government a more certain and ready access to the open sea than can be had by the tortuous channels of the sometimes ice-bound and foggy Potomac; an improvement, we repeat, that gives so fair a promise of effecting so much for our good even if it should bring about but one-half of the advantages its friends have a reasonable right to expect, whether paying a dime on its cost or not, must virtually be one of the best paying works ever completed. One other of the great necessities for building this road as any of those mentioned, results as much from the demand of the coal interest which has been for some time gradually seeking an extensive port below the freezing point for its shipment to the market it requires. That it must find this port either at the mouth of the Patuxent or Potomac, all who have thought on the subject, admit; that the shortest road to either of these places, whether the coal comes over the Baltimore and Ohio Road via Point of Rocks, or down the Canal, or over the Loudoun and Hampshire Road, is on or near the route we have surveyed, no one looking at the maps can deny. This immense trade, already sending two millions of tons out to the markets of the world, through the Capes, will pay a handsome bonus to any road that can be built as cheap as the route we present; and if it can shorten the distance of its carriage on a down grade sixty miles, as it does, it must command a large portion of this trade. And who, looking at its rapid growth in the last few years, and the increasing demand for this kind of coal, can tell the immense revenue that will accrue to this road from this trade?

That it would be no detriment to Baltimore city, all thinking men agree, who look at her harbor, already crowded with more valuable freightage, and know that the large area now acquired by this coal trade, would be immediately occupied by some other of greater value. Point Lookout, jutting as it were into the immense oyster beds of the Chesapeake and its tributaries, is the key by which the great oyster trade would be unlocked to pour its valuable freight on a road built from thence to Washington, to be distributed at less cost than now, by enabling the immense fleet of vessels already engaged in the trade to make two or three trips where they now make one. This will be a large revenue itself to the road.

Norfolk, now rapidly growing, and destined to increase more rapidly than any city on the continent, so soon as the Chesapeake and Ohio Railroad is finished, and its connections perfected to California by the El Paso route, requires a closer and quicker communication with Washington, Baltimore, Philadelphia and New York than she now has. It is to be had only over this peninsula, by a railroad to Point Lookout, thence by fast steamers, enabling passengers from New York via Baltimore and Washington, to be landed in Norfolk in fifteen hours.— This, together with her early productions, seeking a Northern market, will form an important and valuable addition to the revenue of a road. Point Lookout, destined by the hand of nature to be one of the great watering places and summer resorts of this country, with a beach as fine, a surf as delightful as that of Cape May, (without its dangerous undertow,) situated in the centre of three populous and growing cities—Baltimore, Washington and Norfolk—accessible in a few hours from each, when developed as it will be by the building of this road, would alone pay, to one so cheaply built as this can be, a handsome per cent. on its cost. As proof of this, we refer to the road to Cape May. See what Cape May was a few years ago; now alone supporting a road through a country barren in comparison to the one our survey passes. Another source of revenue will be soon developed by it, as large, if not larger, than either of these mentioned—the fruit crop.— This country is equally if not better adapted to fruit growing than Delaware, that now loads her road annually with its millions of boxes of peaches, paying a handsome interest on the road.— Passing through a country so easily improved as ours, with some of the finest farming lands contiguous to the road on both sides of the ridge, it would also bring to these lands in large quantities, what they so much need, the lime of Washington and the Northern counties of Maryland; this would be another large item to the receipts of this road.

Any one of these freights alone, with the local trade and travel, would pay a fair per cent. on the cost of construction. It takes but a poor mathematician to calculate what a large revenue this road would receive when they are all combined. We candidly believe, that when all these interests are developed, they would pay 20 per cent. on any cost that may be required to build this road, and it will not be long before capitalists find it out. One additional inducement to build this road, is the fact that nineteen twentieths of the land owners from Point Lookout to the District line, have voluntarily offered the land for the road bed at ten dollars per acrea in stock, and many have offered ties that abound on this road in sufficient quantities to build five such roads and take stock for the same. The one-twentieth who refuse the right of way belong to that class of men who, to our shame, exist in every community, with minds so narrow, and hearts so black, that they will lose the benefit themselves to prevent their neighbors from being benefitted. They should, wherever found, be marked and ostracised by every public spirited man, until they are civilized.— This right of way, so freely offered by the landholders, is a large item in the reduction of the cost of this road, when compared with the heavy tax most roads are subjected to for this privilege.

These facts go to show capitalists, that this road promises to pay a larger revenue than any road of the same length in the United States.

Some have said, that the building of this road to Washington would be a disadvantage to Baltimore; this is a mistaken and contracted view.

Washington is the nearest, and therefore the natural market, for all our products except tobacco.

The landholder makes more clear money the sooner he can get to market, and the shorter the distance he has to transport his products over. The more he makes, the more able he is to buy of Baltimore what she furnishes, and so long as Baltimore holds her own, as she promises to do for all time to come, so long will the City of Washington and these counties be dependent on her; and the more Washington city increases in population, and these counties become developed and richer, the more Baltimore will sell to them.

Therefore, d[illegible] indirectly, Baltimore is bene[illegible] railroads that can be built [illegible]es, no matter where they tend.

We enclose the able and efficient report of our Chief Engineer with a map and profile of the road, as showing the result of our work, and making this report as perfect as we could. The expenditure of the money entrusted to us was as follows:

To expenses of Engineer Corps,	$6,250 00
To commissary,	1,050 00
To commissioners,	3,700 00
	$11,000 00

CONTRA.

By cash received from State,	10,000 00
By cash from City of Washington,	1,000 00
	$11,000 00

The Chief Engineer was employed six months, and most of the corps five months and a-half.

The Commissioners gave their full attention to this work. Two or more of them being with the corps at all times, acting as quartermasters, or collecting facts and suggestions for the furtherance of the work entrusted to them, and the proper disbursements of the money.

And they flatter themselves, that the money has been well spent, and that the result of their work as herein reported will justify them.

The fact of events transpiring faster than was anticipated by the framers of the Act under which we derived our authority: that is, the organization of this road, and the prospect of its being built at once, does not lessen the value of our work, or take away from the wisdom of the framers of the Act, for all is the result of our survey and the suggestions obtained by it.

When the Act was framed, we believ[illegible] it was done for the purpose of obtaining a report to show capitalists, and those interested, how strongly this road could be built, and how handsomely it would pay, and the necessity for building it, that the State intended to incur this expense for that purpose; and if she induced capitalists to build this road by this means the money will be well expended in the development of those counties that had never before received any help from the State towards internal improvements. This result is now being worked out; the road being organized and in able hands, and, as we before said, is the consequence of this survey. Because one of the Commissioners, acting as agent of the incorporators of this road, has used the suggestions herein reported in speeches and letters to capitalists, and induced them to subscribe to the stock the amount required by law to organize it, which he could not have done so effectively without the knowledge obtained by this survey.

That the outlay as proposed by those who have it now in charge, is so much larger than the reports here made, does not add or detract from the correctness of our report, because they contemplate expending a large sum to make the harbor at Point Lookout perfect, and are preparing for a coal trade much larger than ever was contemplated by any of us.— Therefore both are correct, and we have every reason to believe, that the State and city, by the speedy building of the road and the development of both city and counties, will soon be handsomely remunerated for the expense they have incurred. All of which is

Respectfully submitted by
Your obedient servants,
C. J. DURANT, Ch'm.
GEO. W. MORGAN,
L. W. B. HUTCHINS,
J. G. CHAPMAN,
JOHN BOWLING.

ST. MARY'S BEACON

LEONARDTOWN, MD.

THURSDAY MORNING, March 24, 1870.

To Correspondents.—We are in receipt of several communications which were entitled to appearance in our present issue, but the speech of Mr. Maddox and the Report of the Point Lookout Railroad Commissioners, which we print to-day, have monopolized almost our entire space, and we have been compelled in consequence to defer their publication until our next issue.

Elegant Extracts.—The late speech of Mr. Senator Revels, the successor of Jefferson Davis in the Senate of the United States, is so excellently excellent, it seems, that a radical journal proposes to cut it up in small pieces and distribute these through our text books of elocution as specimens of refined rhetoric and overpowering eloquence.— We shall not gainsay the proposition, but we submit, nevertheless, that only about half the speech is sublime and unapproachable and that even this half sounds very like thunder we have heard before. The balance is an equal mixture of Revels and Bullock. And hereby hangs a tale. In the preparations of the speech, and in the discussions that were had as to the spelling and delivery, Revels insisted that the word "*President*" should be spelled with a *z* and delivered "Prezz-e-dent," that is, with the accent on the last syllable. At this Bullock waxed wroth, damned Revels for an ignorant "nigger" and insisted upon "*Prezz-dent*" as the only proper pronunciation and orthography in the case. And the speech, thus corrected, was sent to the *Globe* printer.— That unfortunate, from ignorance or design, dropped the "zds" and spelled the word after the democratic fashion. Bullock and Revels were alike furious.— They denounced the change as a d—m copperhead trick and a motion is now pending in Congress, we believe, to abolish the *Globe* for disloyal behavior and for taking unwarrantable liberties with the spelling privileges of the newly made Senators from the South.

Circuit Court.—The March Term of our Circuit Court commenced on Monday last, present Chief Justice Brent and Associate Judge Ford. On Tuesday, Judge Magruder arrived and a full bench is now presiding. Judge Brent charged the Grand Inquest on Monday in his usual clear and forcible manner, and the calling of the different dockets was then proceeded with and concluded. No criminal case, we learn, of a very grave character will occupy the attention of the Court the present Term and the civil trials thus far have been without particular interest to the general public. It is not likely that the sessions of the Court will extend beyond the present week.

"Observer.—From some unknown cause, the regular weekly letter of our Annapolis correspondent, *Observer*, has not as yet come to hand. The proceedings of the Legislature, however, since the defeat in the Senate of the Railroad resolutions of Mr. Hammond, have been devoid of special interest, and thus the non-appearance of the letter, though a subject of regret, is of less importance than during the stormy discussions of the past two months. Our readers may rely upon our correspondent, unless sickness or unavoidable business obligation intervene, to keep them well posted on all important subjects that yet remain to be acted upon by the Legislature.

A Humane Patriot.—Senator Pomeroy, of Kansas, presented to the Senate a few days since the following petition, from which it will be seen that we have now living in our midst an oppressed and ill-used number of people who have been reduced by the hard-hearted land owners of Saint Mary's county, (all of whom are large capitalists,) to the painful alternative either of working for a living or suffering for something to eat. If this does not present a case, Mr. Nelson, for the intervention of Congress and the application of the reconstruction laws to this vicinage, we should like to be told what does. Only to think of it! Free delicate black patriots compelled to hoe corn before eating it, and that, too, in hot weather and in open sunshine! It is a clear case of intolerable oppression, and we solemnly give it as our opinion that the petitioners, one and all, would be fully justified in leaving us without delay, and we pray to God that they may!

"We now in the name of our God who delivered us, and in the name of our slain patriots who are now sleeping in the grave amid the solemnity of death. We here engage our work! Let us write!— Let us die United! Mr. Nelson. We present write you these papers. Please correct them and lay them before Congress for us. We have been trying for four years to do something, but our efforts have been in vain. We cannot make any bargain with the landholders by which we can live at all. Because they have at all the land, tools, money laws, and hence they have us under their feet or reign. Our dear friend do all you can for us, for we are suffering greatly, and without help we must starve. Again I say we are obliged to complain because we are suffering. We are very glad of our schools indeed, but we are so far from our earnings that it is a matter of impossibility, to keep them up, from the fact that we can neither feed the teacher nor can we provide books for the children.— I will tell you the truth, here in St. Mary's county, Maryland, is no justice shown a colored man at all. The speaker from Baltimore, in his remarks, blamed us as to the school house in Chaptico, it not being up; but, sir, we cannot build it in the air. We have no land, can buy none, can beg none, can take none, therefore, we cannot build it. A colored man, as I have said, has no say in regard to the law and protection at all. Why, sir, a colored man is no more, nor stands no more chance in Maryland than a lamb in the jaws of a wolf. You can judge from these remarks how we live down here.— Our labor, sir, is worth nothing. From the fact they will only give a man forty per cent. a day; and women twenty or thirty per cent. We ask you, therefore, to set a value upon labor, both man and woman."

Here follow some two hundred and fifty names, written in two different handwritings, and differing also from the memorial. After the signatures in this petition:

"*Republican Friends*—We, the oppressed people of Maryland (St. Mary's county), on account of deprivations and hard oppression, do here request of your help. In a word we are free but without power. And we desire to be given power or law by which we may get power. And if we cannot have power, or law, by which we may get power we undoubtedly will have to abandon Maryland and perhaps this country. We fought hard to sustain this Republican Government. We, therefore, wish and beg you to restore to us our rights. My dear friends, we would not be in haste to make to you this request, but we are so fixed that necessity compels us to do it. Therefore we hope you will take all of this under a serious consideration. Nay, blame us not, for you know we have proved true to this Republican Government.— Now four years have we suffered, four years have we prayed and supplicated, yet received no response. Till at length we see starvation gazing us in the eyes daily, and the question comes, what shall we do? You are our only friend, Mr. Nelson, and we look to you for assistance.— Please do what you can for us."

Speech of Hon. F. Stone.—The able representative of this district in Congress, Hon. F. Stone, is establishing for himself an enviable national reputation. He is a constant and earnest worker, spends little time in mere talk, but always talks with force and effect when the proper occasion arises. His speech upon the admission of Virginia we have already published, and we shall endeavor next week to make room for his remarks upon the Tariff Question. It has impressed us as a speech of a very high and rare order of merit.

Literary Notices.

The Riverside for April has a little of everything that is likely to interest young people. Remembering the great church festival, the Editor begins with "The Entry into Jerusalem;" then there is a story for little children, "The Little Neighbors;" travel is represented by "The Markets in Berlin;" stories and adventure by "How the Captain came by a Legacy," —a Kentucky and Dwarf Story; "A New Way to go after Salt," and Porte Crayon's "Young Virginians," with his own illustrations Drolleries are capitally set forth in "The Truly Rural Romount of the Sleepy Princess," and in "Ida's Stories," both with inimitable pictures. There are some very pretty verses called "Little-Folk Songs;" natural history is illustrated by "A Big Trout," and gymnastics by "Indian Club Exercises." Last of all comes the monthly chat with readers and the Calendar page, which children have filled with remarkable dates.

Published by Hurd and Houghton, N Y. $2.50 per year.

The Baby's Star.—The March number of this popular children's paper, just received, presents an unusual variety of contents. There are over twenty different articles, all original, and some of quite superior merit. Its success has been very remarkable, 25,000 circulation being already secured; the publishers say they intend to make it 100,000 by the time it is one year old, which will be next July. They offer to send the four numbers for March, April, May and June, free to all who subscribe before July first. Terms, 50 cents a year. Specimen copy free.— John B. Alden & Co., Publishers, Chicago, Ill.

We are in receipt of the 1st No. of the *Technologist*, a journal especially devoted to Engineering, Manufacturing and Building, and published by the Industrial Publication Co 176 Broadway, N. Y., for $2 00 per year. Every mechanic ought to send for at least one number of this Journal. If they send for one it will be strange if they do not send for the others.

Blackwood for March and *Harper's New Monthly* for April have been received, but we have had time only to glance at their tables and must defer a fuller notice to another issue.

Report of the Point Lookout R. R. Commissioners.—We devote a large share of our space this issue to the publication of the very able report of the Point Lookout Railroad Commissioners, addressed to the Legislature now in session. The supplemental letter of Mr. Tippett, the accomplished engineer of the survey, we have been unable to get in print this week. It will be published in our next paper.

[Communicated.

Clifton Factory,
March 19, 1870.

Mr. Editor:—One word more and I, too, am through with this newspaper controversy and "notoriety." Mr. King labors rather hard to place me in a false position in his endeavors to draw me off upon a side issue. He says: "Either I have not received any money for my services as a School Commissioner which I was not entitled to receive by law, or Mr. Jarboe is a slanderer." Not at all Mr. King,—by no means. I never charged him individually with appropriating more or less than he was entitled to receive by law. I had no means of knowing, nor for that matter, did I care to know, what he, as one of the School Commissioners, did or did not receive. What I said had reference to the Board, collectively, in its corporate capacity, and not to any particular member, and the "proofs" he demands for saying so is their own annual statement, viewed by the light of the law under which they acted.

As to his proposition submitted in "good faith and without the slightest temper," (I am sorry to say his marginal note at the end of my first letter did not seem to bear that construction upon its face) I respectfully decline, since it will establish nothing. Suppose we *were* to rummage the archives of the office and it became apparent that he only received $24 annually for his services, or even less, would that affect the general result? Not at all. If he has received no more than his due, why, very well. I never charged him individually, with receiving more or less than he was entitled to. I said that the sum of $300 was set down as their *per diem*, when they could only legitimately receive $144 annually. Since he has not attempted to gainsay or controvert the statement therein set forth, my opinion as to its correctness remains unchanged.

Thanking you, Mr. Editor, for the courtesy heretofore extended me and trusting I may not again trespass upon your space and patience I remain

Respectfully yours, &c.,
JEFF. B. JARBOE.

Security Life Insurance and Annuity Company of New York.

MODERN progress and discovery have achieved no other triumph so wholly beneficient and nearly perfect as the organization of a sound, honorable and skillfully conducted life insurance company. Such an institution combines at once the certainty of exact science and the blessings of a wise and unselfish benevolence. Although so wide in its scope and high in its aim it is no imaginary El Dorado of the philanthropist. It is a solid and permanent reality. That its theories are just as practical as they are beautiful, the public receives full and daily proof from the career and operation of the company named at the head of this article.

The Security Life is the vital embodiment of the qualities most essential to a corporation—safety, economy, progression, and usefulness. As its title indicates, it safety is founded on securities of the most solid description. Its assets, which already amount to nearly two and a half millions of dollars, are invested in stocks, bonds and mortgages on property as good and reliable as gold, and yield nearly one hundred thousand dollars per annum. The skill and judicious discrimination of its management are demonstrated by the low ratio of its claims for death to total income, being only 12.48, much less than that of any other company of its age. Its rates of expenditure to income, considering its unparalleled growth and superior liberality to policy holders, are equally remarkable.

Of its great progress an idea may be formed from the fact that from its organization in 1862 it has continued, from year to year, to double, triplicate, and even quadruple itself in number of insured, amount of income, and sum total of assets. Other companies have fallen off, instead of increasing, during the last year or two; but the Security Life maintains its onward march unchecked; not from an increase of the general business of life insurance, which has not taken place, but in consequence of the public preference which its superior plans, advantages, and administration command. It issued last year 6,358 new policies, or two thousand more than in the year previous, and received in premiums and interest nearly one and a half million dollars, a gain on 1868 of four hundred thousand dollars. The advance of 1870 promises to exceed even these magnificent results. The number of its insured would form inhabitants for a large city, and the support and benefit it affords would transcend, in extent and quality, the charities of many a government.

The astonishing progress of the Security Life is due to the intrinsic and sterling worth of the company's system and management, which are as much distinguished for liberality as equity and wisdom.— All its policies are marked by the noble features of non-forfeiture and incontestability after a third annual payment, and are, at the same time, absolutely free from extra rates, permits, and restrictions on travel. These unusual and attractive advantages, together with the company's low rates and accommodating terms for every eligible kind of life and endowment insurance, have enabled the management to secure the best lives. Its losses have, consequently, been comparatively light, and its profits or dividends to its policy holders correspondingly large, rising to fifty per cent., and amounting last year to a total of $110,416.

For so prosperous a development of a great plan for public good, the officers of the Security Life are entitled to most honorable mention. They have discharged their duties not only with fidelity and diligence, but with an earnestness and devotion worthy of the benign and sacred cause of the widow and orphan, to whom this institution has always been, and will always prove, an unspeakable blessing.

The enthusiasm and energy of the officers have been efficiently sustained by the general agents, who have labored for the company with the zeal and determination of men to whom obstacles and competition serve merely as incentives to renewed exertion, and to whom anything but an entire and glorious triumph appears like a short and ungarnered harvest. Among these honorable toilers for humanity and this admirable company, who have rendered it as complete a success as it is possible to realize or picture, stand abreast in the foremost ranks of life underwriters as men of conspicuous ability, indomitable energy, and strict uprightness, Mr. W. W. Northrop, Indianapolis; Messrs. Winkler, Hornson and Rhem, of St. Louis; Messrs. Townsend, of South Carolina and Georgia; T. Mattenberger, of Bellefontaine, O; Mr. Charles H. Baker, of Chicago; and Mr. I. S. Murray, General Agent-in-Chief of the West. The labors of these gentlemen have contributed most essentially to make the company what it is, one of the most popular and flourishing of the age, and destined to be one of the greatest and most powerful in the land. It has now no superior in the character of its management, the excellence of its plans, and its claims to the patronage of all who desire to intrust to save and able hands their savings for those they love best, but from whom they may at any moment be summoned forever.

DIED.

O' Consumption at Pottstown, Pa., on the 20th instant, Rev. CHARLES F. KING, of the Society of Jesus, in the 52d year of his age.

[Mass will be sung at St. Aloysius Church, Leonardtown, on Tuesday, the 29th instant, at 11 o'clock.

At her residence, near Piney Point, in the Factory district, on the 3d of March, instant, after a lingering illness, Mrs. ELIZA A. GUYTHER, in the 68th year of her age.

MILITARY NOTICE.

Headquarters 16th Infantry, M. N. G.,
Charlotte Hall, March, 1870.

General order No——

THE following officers are announced as the Regimental Staff of the 16th Infantry and will be obeyed and respected accordingly:

Commissioned Staff.—J. Walter Carpenter, *Adjutant*; Dr John Spalding, *Assistant Surgeon*; John Graves, *Quartermaster*; S Jarboe, *Commissary of Subsistance.*

Non-Commissioned Staff.—Chapman B Barber, *Sergeant Major*; John F Yates, *Quartermaster's Sergeant*; Eugene Morgan, *Commissary Sergeant*; Charles Drury, *Musician*; Tane J Jenkins, *Hospital Steward*; Jas V Norris, *Ensign.*

By command,
JOHN G BARBER,
Lieut. Col.

J Walter Carpenter,
1st Lieut. and Adj.

March 24, 1870—1t.

DYER, HILL & CO.,

GROCERS, COMMISSION AND

Forwarding Merchants,

No. 8 Camden street, between Light & Charles,

Baltimore, Md.

☞All kinds of Guano furnished at Manufacturers' Prices.

Weights of Produce as established by custom in Baltimore.

Wheat,	60 lbs	Beans,	62 lbs	Clover Seed,	64 lbs
Rye,	56 "	Salt,	50 "	Potatoes,	60 "
Barley,	48 "	Corn,	56 "	Buckwheat,	50 "
Oats,	32 "	Hemp,	44 "	Timothy,	45 "
Hominy	60 "	Bran,	20 "	Corn in Ear,	70 "
Peas,	60 "	Flax,	56 "	Corn Meal,	48 "
Dried Peaches,			33 "	Dried Apples	28 "

march 24, 1870—tf.

NOTICE.

BEING anxious to engage in other business, I will sell my stock of goods at Milestown on liberal terms.— Store House can be rented or leased.

R H GARNER.

March 24, 1870—1t.