

"A CITIZEN" is received.

FOR THE AMERICAN.

ESSAY

On a General Peace between the FEDERALISTS and DEMOCRATS.

NO more, gentlemen, of your spurious, little contentions between democracy and federalism, or to be more exact, between democrats and federalists!—No more of those jarring opinions, bringing forth no solid system, but spreading a noxious atmosphere, circulating only in some insignificant clubs, and at last evaporating in the characteristic of nought. Painfully feeling the utmost reluctance against such boisterous controversies, so very injurious to the friendly intercourse embellishing the scenes of society; and, on the other hand, entirely convinced of the real advantages of a democracy above any other government, I went to rest. In a little while, my clock struck twelve—and by the artist's mechanism, that clock, so perfectly made to my own liking, in a periodical grade, every beginning of the astronomical day, is articulating distinctly—WE ARE ALL FEDERALISTS! Listening to the gentle admonition, my mind fixed its operation on serious meditation relative to the political discussions above mentioned; and soon, from their result, I forcibly pronounced—it is a sound; it is the most sound verity—WE ARE ALL FEDERALISTS. The genius of America, the genius of politics, the genius of philanthropy and philosophy, have poured on us that balsamic principle in a discordant epoch, when all the union was tremendously shaking under the malevolent impressions of avarice, of party, of corruption, and under the cruel paroxysm of a too violent love of power. More composed now, and the cloud of prejudice vanishing before the conviction and experience of past times, agitated only by the benevolent breeze of reason and of justice, let us take a cursory review of a democratic administration.

Representation, as the sovereign organ of the people's will, is its basis; elections, the projection of it, and the well balanced distribution of the three powers, the sublime architrave of that august fabric; but in every part of that awful column, a mind of observation may find the spirit, the cement of federalism. Is not representation a federal league between all the individuals of the society for electing a few members of the community to represent their natural and political rights, ensuring their liberties, and economizing their purse? Are not elections, a federal concourse of the people, exerting the power of a free choice, combined with the most voluntary preference given by the majority to some personages estimated and well qualified for the station and task assigned to them? Besides, is not that universal system of elections circumscribed by a luminous orb of concomitants, viz. federal statutes, to render it free, frequent and general? But are we unwilling with the respectful touch of enquiry, the immense tableau of government, giving the true and intellectual survey of all the means devised and discussed with freedom, enacted with justice, and executed with a benevolent, though energetic hand? We can observe the theory and the spirit of the laws, converging towards the same federal centre from which we are majestically proceeding in the best united array, the three powers equally necessary for a free, moderate and just administration, indispensably requisite for a people's happiness.—Then what can be more just than exclaiming—WE ARE ALL FEDERALISTS. Can any man, in the sublime language of Shakspeare, help repeating with Hamlet—Words! Words! Words! A fact, beyond the ill-traced circle of scepticism, every state of America is united by political laws for raising the most stupendous bulwark against any foreign invasion or attack—the mutual protection and defence of each other proclaimed—the magna charta besides, is ensuring to them the enjoyment of a republican form of government, and the full exercise of their equal rights—they are possessing by the social contract the most liberal intercourse and reciprocal communication between the sovereign states of the union. In a word, spread by the beneficence of Providence on the surface of a vast continent, they are forming as many commonwealths, as a well combined population, with a large extent of territory can raise any state to the dignified rank of a civilized nation. All those dominions, collected as the same political body, under the protection of a supreme government, are offering the awful, but unknown spectacle, of the most extended and powerful republic ever celebrated; and though regulated in their several administrations by a variety of political, civil, municipal laws, customs and statutes, they are perfectly harmonizing, as well in their own, as in the pursuit of the general interest under the federal standard, which of itself, is the most perfect system of a democratic government ever devised by human wisdom. On investigation, we will find that democracy was modelled by the masterly strokes of a federal pencil, and we are

certain that our federal empire is based entirely on the best principles of democracy. Then what can be more substantially right, than re-echoing in perfect unison—WE ARE ALL FEDERALISTS—WE ARE ALL DEMOCRATS PHILANTHROPOS.

EXTORTION.—Three bills of indictment have lately been found against a noted Federal Magistrate of New Castle county, (Del.) of the name of Joseph Burns, for extorting illegal fees. The law of that state inflicts a fine of 60 dollars for the first offence—120 for the second—and 200, and removal from office, for the third—so that the Squire is in a likely way to make some amends for his iniquitous conduct, and an example to others not to offend in like manner. [Trenton True American]

CLEARANCE BILL.—The importance, which the subject of this bill has acquired, induces us to publish the following report on the bill as amended—it was introduced in the senate U. States on Monday the 21st inst. [Asarora.]

Mr. Smith of Maryland, from the committee, to whom was referred the bill entitled, "An act to regulate the clearance of armed merchant vessels," reported the following

AMENDMENTS Sect. 1. Strike out from the word "that" in the second line to the end of the bill, and insert as follows:

After due notice of this act at the several custom houses, no armed merchant vessel, or vessels prepared for armament, the property of any citizen of the United States, or person residing therein, shall receive a clearance, or be permitted to depart from any port in the United States, to any island in the West Indies, or any port or place on this continent, situated between Surinam and the western boundary of the United States, unless the owner or owners, agent or agents, and the commander of such vessel for the intended voyage, shall give bond in a sum equal to double the value of such vessel, her arms, tackle, apparel and furniture, conditioned, that such vessel shall not commit any act in violation of the laws of nations or the treaties between the United States and any foreign nation, which bond may be sued for and recovered with costs and suit in the name, and for the use of the U. States, in any court competent to try the same.

Sect. 2. Be it further enacted, That no armed merchant vessel or vessels prepared for armament, owned as aforesaid, shall receive a clearance, or be permitted to depart from any port in the United States, for any port or place, (other than those described in the first section of this act,) unless the owner or owners, agent or agents & the commander of such vessel shall make oath that such vessel is not bound, or intended to proceed to any island in the West Indies, or any port or place on the continent between Surinam and the western boundary of the United States; and also unless a bond be given by the owner or owners, agent or agents, and commander, in a sum equal to double the value of such vessel, her arms, tackle, apparel and furniture, to the use of the U. States, conditioned that such vessel shall not proceed to any island in the West Indies, or port on the continent as aforesaid, unless compelled thereto by unavoidable accident and if so compelled that no part of the cargo of such vessel shall be sold except so much thereof as may be absolutely necessary to defray the expenses necessary to enable such vessel to proceed on her intended voyage.

Sect. 3. Be it further enacted, That after due notice as aforesaid, no vessel, owned in whole or in part by any citizen or citizens of the United States, or by any person or persons residing within the same, or the territories thereof, and armed, or prepared for arming, shall receive a clearance, or be permitted to leave the port where she shall be, without the commander first producing to the collector of the port, a list of all the arms and ammunition of every kind that may be on board such vessel, which list, as well as the manifest of the cargo declared to be on board such vessel, shall be verified by the oaths of the commander, and of the owner or owners, agent or agents of such vessel, declaring the list to be a true account of all the arms, powder, ball and other military stores, and the manifests a true account of all the goods, wares and merchandize on board such vessel, or intended to be taken on board, and particularly that there are not any powder, ball cannon, musquets pistols, swords or other military stores on board such vessel other than those declared in the said list, and also without bond with two sufficient sureties being given by the owner or owners, agent or agents, together with the master or commander, in a sum equal to double the value of such vessel, her arms, tackle apparel and furniture, to the use of the United States, conditioned, that such vessel has not on board, and during her present voyage, shall not take on board any other arms or military stores than those specified in the aforesaid list, except such only as may be necessary to replace any that may be destroyed by accident, or in defence of such ship, and also that the guns, arms and ammunition of such vessel shall be returned within the United States, or otherwise accounted for to the collector of the port, where such vessel may arrive on her return to the United States, and shall not be sold or disposed of in any port of the West Indies, or

continent as aforesaid; provided always, that it shall be lawful for any armed vessel, owned as aforesaid and bona fide bound to the coast of Africa, or to the north-west coast of America, to take on board as cargo, such arms and military stores, as are usually shipped for those countries on the commander, the owner or owners, agent or agents, making oath that such arms and military stores are intended to be exported to Africa, or the north-west coast of America, (as the case may be,) and on a bond being given by the owner or owners, the agent or agents, with the commander, in double the value of such vessel, her tackle, apparel, arms and furniture, conditioned, that such arms and military stores shall not be sold in any port in the West Indies, which bonds may be sued for and recovered with costs of suit in the name of the United States, in any court of competent jurisdiction.

Sec. 4. Be it further enacted, That it shall be the duty of the collector of the port from whence any armed merchant vessel shall clear, to furnish the commander of such ship with a correct copy of the list of the arms, ammunition, and other military stores reported to be on board such vessel, certified under his hand and seal of office, which list he shall produce to the collector of the port to which he may return within the United States, together with a list of the arms, ammunition and stores then on board such vessel; and shall state the true cause on oath, of any deficiency, (if any there be) which list shall be compared by an inspector of the port, with the list of arms reported to be on board such vessel; whose duty it shall be to report thereon to the collector, who shall (if such vessel shall not have arrived at the port from whence she failed in the United States) transmit to the collector of the port from whence she cleared, a certified copy of the list so reported by the said commander on his arrival, and the report of said inspector thereon.

Sec. 5. And be it further enacted, That if any armed vessel as aforesaid, shall proceed to sea without a clearance, contrary to the provisions of this act, such vessel, her arms, ammunition, tackle, apparel, and furniture, shall be forfeited to the United States, and be liable to be seized, prosecuted and condemned; or the value thereof may be seized for, and recovered with costs of suit of the owner or owners of such vessel, in any court of competent jurisdiction; and the collector within whose district such forfeiture shall accrue, is hereby enjoined to cause prosecutions for the same to be commenced without delay, and prosecuted to effect.

We observe, by a northern paper, that the fram-federalists, in some part of Massachusetts, at their last election, voted with RED TICKETS, for the very laudable purpose of ascertaining who voted against them!

Union Bank of Maryland,

24th JANUARY, 1865. PROPOSALS will be received until the 27th February next, for a suitable Lot of Ground whereon to erect a Banking House for this institution. A particular description of the property is required, and the price demanded for the same. By order of the Board of Directors R. HIGINBOTHAM, Cash'r. January 25 dt:27 F

SHIP NEWS

Salem, January 17. Arrived, ship Java, captain W. Lander, in 115 days from Tranquebar. Entered, ships Margaret, Etkins, Mocha and Isle of France; Two Sons, Ruce, do. Union, Hodges, Calcutta; Hazard, Burrill, Negapatam; Eliza, Richardson, Havana; brig Reward, Williams, Bourbon; Catharine Cheever, Leghorn; scir. Fishawke, Cook, Berbice.

Arrived, capt. Morse, from Bilbao, January 4, long. 63, spoke ship Commerce, of Hallowell, from Bath for Liverpool, O. liver Colburne, master, 8 days out. Fears, we understand, are entertained for the safety of the schooner Essex, capt. Fabens, of this port. We are told that she failed from Baltimore with a vessel for Boston; that they kept company 3 days, and then lost sight of each other; that the Boston vessel arrived at the Vineyard; and was there 15 days before she was able to come round to her port; in all which time captain Fabens has not been heard of.

Boston, January 19. Arrived, brig Mercury, captain Baker, from Amsterdam, via Weymouth (Eng.) where he put in to repair his rudder, 65 days from the latter place. Sailed in co. from the Texel, October 26, with ship Hope, Gardner, of Boston, Vulcan, Harris, do. Pomona, Andrews, of Newburyport, for the Mediterranean; Camilla, Otto, Philadelphia; Selma, Jenkins, Baltimore; Young Pastor, Gardner, New York.—Left, Henry, Groves, Salem; May Flower, Hurd, Newburyport; William, Brown, do. Nancy, Walton, do. Washington, Treadwell, Portsmouth; Commerce, Devereaux, Philadelphia; Cleopatra, Atandell, do. Swift, Murthy, New York; Aurora, Bowler, Baltimore; Eliza, Harvey, do. London Packet, do. Jane, Cahy, do. Antomontier, Thomas, Wilmington; Balcon, Edridge, Boston.—Spoke, in the English Channel, the

Pomona.—The Mariana, of Baltimore was stranded near the Texel, October 8. Also, scir Venus, of Salem, Wellman, 35 days from Martinico.—Left a brig belonging to Salem and one to New York.—Spoke ship Fanny, from Charleston. Also schooner Ropes, Washington, of Salem, 35 days from Havanna.

January 20. Arrived, schooner Governor Carver, Spooner, 65 days from Lisbon.—Spoke, November 25, lat. 37, long. 30. Schooner Enterprize, 25 days from Bolton, for Alicante.—January 7, lat. 36. 47, brig Savannah, Withers, from Baltimore, for Cherbourg, owing to bad weather, was compelled to take his pilot to sea with him. The above vessels came out of the Vineyard on Thursday evening, in co. with brig Webb, for Salem, from Sumatra; ship Calumet, Trevelt, from Batavia, who yesterday put into Marblehead, and several others, names unknown. The ship Polly, captain Williston, arrived at Cape Ann on Friday evening last, in 83 days from Cadiz, for this port, all well.—Captain W. got foundings a week before Christmas, and has experienced very severe and successive gales since.—In long. 59, lat. 40, fell in with and took off the crew of the schooner Rambler, captain Riley, 15 days from Portsmouth, for Martinico—took off the captain, mate, two hands and boy; had lost one man overboard—the schooner had lost her rudder, bowsprit, sails, boat, deck load, &c.—the captain very sick, occasioned by a fall. The ship Vigilant, Blunt, of Portland, left from Charleston, for Havanna, was ashore on the night of the 5th December, on Abaco—the vessel and nearly the whole cargo lost—the captain and crew arrived at Nassau, December 18.

The ship Almira, capt. Stover, of Portland, from Isle of May, for Bolton, has arrived at the Vineyard, in a very leaky and wrecked condition, having lost all her sails, and but one or two of her crew able to do duty. Cleared, ship Levant, Silsbee, Cape of Good Hope and India; brig Sopronia, Bird, Demary; Minerva, Appleton, West Indies; scir Venus Haley, St. Johns, N. F.

Providence, (R. I.) January 19. The Packet, Hancock, of this port, from New York, with a very valuable cargo, and a number of ladies and gentlemen passengers, was bilged a few nights since, on Falkland-Island Reef, No lives lost.

New-York, January 25. Ship Abeona, Hobson, in 75 days from Liverpool, Passengers, Messrs. Charles Johnston, of Richmond, Lanier, of Petersburg, Carr, and Mr. Hutchinson, of London. The ship Ontario, Weeks, was to fail in 10 days for New-York. Left ships Adriana, Ricketson, Josiah Collins, Dalton, Laura, and several others. At Lopdon ship Hercules, Crabtree, to fail Nov. 5, for Lymington for salt, and thence for New-York. Dec. 11, ran foul of the brig Fox, 78 days from Liverpool for Bolton, in distress short of provisions, supplied them with all we could spare, and took out of her Mr. S. Green, of Boston, who arrived in the Abeona.—Five or six weeks since, spoke the ship Bath, out 45 days, and the brig Telegraph, bound home.

At the quarantine dock, the British snow Culmore, captain Billouere, in 68 days from Londonderry. They inform, that the ship William Littlejohn, capt. Deforely, was to fail in 8 or 10 days after them for New York, was at Dublin, time of failing uncertain. Off the Western Island spoke the ship Hare, 16 days from New York for Lisbon.

At Sandy Hook the schooner Lucy, Lawson, in 14 days from George Town, (S. C.) In the offing last night, besides those reported, 2 ships, 2 brigs, and 4 schooners. One of the ships is said to be the Ontario, from Liverpool. The schooner Ceres, of Philadelphia, from St. Croix, is in Princefs Bay. The schooner Margaret, M'Kean, from Lisbon for New York. Went ashore on the 20th inst. at Raccoon Beach, to the southward of the Hook, and it is feared the vessel and cargo will be lost. Captain Van Antwerp from Martinique, mentioned yesterday informs that the scir. Sea Flower, Abo-n, of Providence, had arrived from Cayenne the 20th of December, in 20 days. The brig Mary, Shelden, of Providence, was to fail for N. York in 12 days. The ship Mercury, Kennedy, had just arrived from Philadelphia in 18 days.

The schooner Columbia, Miner, from Edenton, N. C. is at Quarantine dock Staten Island. The brig Elizabeth, Griswold, in 18 days from Martinique, is also at the Quarantine dock, Staten Island. The British ship Esterlindo, lying at Sandy Hook, took fire in the cabin on Tuesday last, and was considerably damaged before it was put out.

Cleared—Ships Eliza Ann, Rogers, W. India; Huntress, Cunningham, Galway; brig Ann-Maria, Copp, Savannah; sloop Martha, Barns, St. Thomas. LORD'S LIST.—At Liverpool, the Combert, Rockwell, from Philadelphia; Elizabeth, Giles, Havanna; Adriana, Ricketson; New York; Intrepid, from Virginia. At Embden, the Cosmopolite, from St. Thomas.

Philadelphia, January 26. Schooner Eagle, Kemp, from Port au Prince, to this port arrived off Cape Henlopen, the 17th inst, next day got a pilot

and landed the supercargo at Lewistown the failed in company with the Lender. Brig Maty, Montieb from St. Thomas, to this port has put into the Lazaretto piers at Staten Island. Ship Fanny, Wing, from the Isle of France, was in Lewistown roads on Tuesday morning last. The brig Mentor, and sloop James, had proceeded up the bay. Ship Rofe, Erickson, from Barcelona to this port, is a ground on the Brown, the crew frost bitten landed from her at Lewistown on Monday afternoon, supposed the vessel will be lost. Brig Mercury, Kenyon, for Batavia lay ice bound at Reedy Island on Thursday day. Sloop James, Hazard, 70 days from Tenriff, has arrived in Lewistown Roads. The outward bound vessels that left Reedy Island on Saturday last, got safe off sea the same day. Bay full of drifting ice.

Sale by Auction. THIS MORNING, At 11 o'clock, at the auction room, at the head of Frederick-street, will commence the sale of A VARIETY OF DRY GOODS. After which at 12 o'clock, 35 bbls. Muscovado sugar, 219 bags coffee, 170 casks best London refined Salt Peter, 100 faggots Crawly Millington Street Sheet Iron, Pawler, white and red Lead, &c. VAN WYCK & DORSEY, andrs.

A Gardener, WHO is well acquainted with his business wants employment in the vicinity of Baltimore. Enquire of the printers. January 29

Hugh Thompson Has on hand from former importations, and offers for sale, either in barrel, keg, stone, or approved paper, on a liberal credit, A few hhd's second quality Muscovado Sugar, D. to be used with Havanna sugar, London particular Tenniff's Wine, in quart casks. Cargo ditto, in pipes and hhd's Antigua Rum, of high proof and very flavor. St. Vincent's do. Rice, in tierces. A few boxes Irish Linens (real Colerain) and well assorted. January 29

Public Sale. On SATURDAY, The 2d February, will be sold for Cash, pursuant to an order from the orphans' court, of Baltimore county, ALL the personal property of Mrs. Ann Johnson, deceased, (at her late dwelling in the county, about 2 miles from the city of Baltimore) consisting of 1 negro man, 20 years of age, boy, 12 years old; 2 women and 2 children, horses, mch cows and young cattle; plantation utensils and household furniture. The sale to commence at 10 o'clock. THO. JOHNSON, adm'r. January 28

Government Security! NEW-YORK LOTTERY, No. III, FOR THE ENCOURAGEMENT OF LITERATURE. Begins Drawing on the 8th of April next. 25,000 DOLLARS, 10,000 DOLLARS, 5,000 DOLLARS, SMOKEST PRIZES. The scheme contains 37,000 tickets, of which 9913 are prizes—less than two and a half blank to a prize. Deduction 15 per cent. At the session of the Legislature of the state of New York, on Monday, the 12th of November, 1864, a resolution passed the senate, and was concurred in by the House of the Assembly, that the drawing of the said Lottery be postponed until the SECOND MONDAY in April next, in consequence of the defalcation of one of the managers, and that the Legislature GUARANTEE the PAYMENT of ALL the PRIZES in said Lottery.

TICKETS, HALVES, QUARTERS AND SIXTHS, are to be had of G. & R. Waite's PERMANENT LOTTERY OFFICE, Nos. 64, & 38, MAIN ST. At the following Prices, Whole Tickets, \$7.50; Quarters, \$1.87; Halves, \$3.75; Sixths, \$1.25. But, as the tickets and shares have met with such an extraordinary capital sale, through every part of the United States, they will speedily advance in price. Distant adventurers, by enclosing the Note of any description, (but British Gold would be preferred), may have tickets forwarded them by post to any part of the Union; G. & R. Waite, with the utmost punctuality, and the earliest intelligence sent of their success.—CASH advanced for prizes of 50000 dollars—or warranted undrawn Tickets, exchange for Prizes during the drawing. For the satisfaction of adventurers in Baltimore and its vicinity, the Managers' Office List will be forwarded to the printers of this paper, as soon as possible after the drawing, where any gentleman can examine his number. Letters (post paid) duly attended to. N. York, Nov. 23 (31)

Notice is hereby given, THAT the subscriber has obtained from the Orphans' Court of Baltimore county, Letters of Administration to the Estate of James H. B. Esq. merchant, late of the city of Baltimore, deceased.—all persons having claims against said estate are desired to exhibit the same, with vouchers, for settlement; and those who stand indebted, will please to make reasonable payments, or otherwise legal measures will be applied to compel all those who remain delinquent. NICHOLAS O. BRIDGEMAN, adm'r. N. B. The business is still conducted at No. 10 Baltimore street, where an assortment of DRY GOODS, suitable for the present and approaching season, may be had, and in the most liberal manner, and will be sold on reasonable terms. January 15