

NEW YORK, March 21.

Mail robbed.—A letter of the 2d cut, addressed to Messrs. Jones and Porter of this city, by Samuel Alden of Hanover, enclosing 150 dollars in bank bills, was robbed of its contents on the way. Mr. Alden offers the whole of the money to any person who will detect the scoundrel who committed the robbery.

European Affairs.

FOREIGN NEWS.—By the arrival of the Liverpool Packet, in 43 days, London and Liverpool papers to the 9th February, were received at the office of the MORNING CHRONICLE. In one of the latest we find the following particulars:

Through the same channel which some weeks since enabled us to be the first to announce the discussions which had arisen between France and Austria cordoned on the Italian frontiers, we now learn that neither these discussions, nor the most angry remonstrances of the French cabinet, for a moment suspended the execution of that measure. On the 19th December the line comprised 42,000 men; other troops were on their route for the same neighborhood; and we can further assure our readers, that the Austrian corps forming in Hungary, Transylvania, the Banat, Slavonia, & Croatia, amounted at the date of the last accounts, to nearly one hundred thousand men, assembled under the pretence that the troubles in Belgrade and Servia rendered a cordon on that frontier necessary, to prevent aggression on the part of the insurgents. This had been made the occasion of fresh remonstrances from Paris, on the ground that the Imperial cabinet had not deemed such precaution necessary, during those periods of insurrection in which the tranquility of the Austrian provinces was more exposed than at present; that therefore the assembling of the troops in question justified suspicion, and the more so, as their number greatly exceeded the alleged occasion.

We have strong reason to believe the recent march of French troops into Italy, and the orders which we understand to have been issued for the formation of an extensive French camp in Alsace early in the ensuing spring, to be immediately connected with the above movements of the Austrian troops.

We have seen a private letter from Vienna of the 16th ult. which states that some days before two couriers arrived within the space of a few hours, with dispatches from Count Cobenzel at Paris; those dispatches are represented as being of the greatest political importance, that three extraordinary conferences of state ensued, and that orders were immediately given for reinforcing the Austrian troops in Italy.

Private letters from Madrid of the 11th ult. mention the receipt of very unpleasant accounts from Mexico.—Some serious troubles had broken out there, and the inhabitants generally are represented as being extremely dissatisfied at the conduct of the present Viceroy. Since the cession of Louisiana to America, the people of Mexico have evinced a strong disposition to a like union with the United States, and the American government is accused of having sent emissaries to foment their existing discontent.

The Spanish army at St. Roach was, according to Madrid letters of the 7th ult. to be augmented with all possible dispatch to 50,000 men. A French auxiliary corps, commanded by a field marshal, is expected there early in the spring, with which period the intended operations of the Spaniards are to be deferred.

The Spanish Manifesto, on the subject of the rupture with this country, we are assured was written by the French minister, Boussodville; he presented the draft of this declaration, the day after his arrival, to the Prince of Peace; the cabinet, however, objected to many parts of it, and the delay which occurred in the issuing of it arose from the discussions in which it gave rise. Boussodville, after protesting against the various modifications which had been made, waited on his Catholic majesty, on the 27th November, when he persuaded his majesty to sign without further alterations. Boussodville demanded the arrest of all the British in Spain; but the king ordered a decided refusal to be given on the subject.

Arrives from Cadiz, of the 29th ult. states Madrid to be in a very weak condition, both as to the numerical force of the garrison, and to its general appointments.

Spain lately possessed a very extensive trade in the Mediterranean, all the commerce of France, Genoa, Etruria, &c. being carried on under the Spanish flag, which likewise gave protection to the French intercourse with the Levant and Black Sea. America will doubtless seek to avail itself of this carrying trade; but we hope the vigilance of our cruisers, and the energy of our government, will prevent any flag becoming the mere cover for the commercial enterprises of our enemies.

The negotiations in which Prussia has embarked, with a view of settling the

difference between Russia and France, are said to have already made considerable progress. It is certain that the cabinet of Berlin has made strong remonstrances to Russia against the North of Germany being made the theatre of war; and we are informed that each party gave way to a great degree of warmth in the discussion of some points connected with this question; and that, after a conference of this nature, the Russian ambassador, at Berlin, immediately sent off his secretary of legation, Baron Lowerstein, with dispatches to St. Petersburg.

The Paris accounts, of the 16th ult. state, that Bonaparte has consented to permit his brother Joseph to accept the crown of Lombardy, though he has refused it himself. The courts of Naples, Spain, Portugal, and Berlin have, it is said, given their consent to this change. From Austria, however, no answer has, as yet been received. It was also generally reported in the French capital, that, owing to the mediation of Prussia, the harmony between the cabinets of St. Petersburg and Paris would soon be restored.

On the 14th ult. a French corps, of 18,000 men, was stationed between Civignola and Godgion, waiting orders to enter the Neapolitan territory.

Advices from Embden of the 16th ult. mention, that the idea of an expedition against England is entirely given up by Bonaparte, and that within these last three months upwards of 9000 men of the army placed on the coast of the Channel have fallen victims, to diseases, particularly fevers. It is stated, therefore, to have been resolved in a council of state to order a dislocation, and 40,000 men will, it is said, be sent to Italy. The diseases were particularly prevalent among the Italian troops, who were on this account sent home about six weeks ago.

Admiral Cornwallis, in the Ville de Paris, with the Neptune, reached Ushant on the 28th ult. at which time his squadron comprised only 14 sail of the line.

A Spanish Lieutenant General, named Filongerie, has arrived at Ferrol, to take the command of the troops in garrison, (10,000 in number); and he is to have at his disposal 7000 seamen, commanded by French officers. The inhabitants are also organized into a corps for the defence of the town.

The French fleet at Toulon remained safe in the harbour on the 28th December, and Lord Nelson, with 18 ships of war, is said to have sailed from Cagliari on the 21st, to resume his station off the Hieres.

In the Madrid Gazette, of December 24, it is asserted, that the day on which the declaration of war was published in that city, the king signed a treaty of alliance with Portugal, in virtue of which, the latter government declares itself an ally of Spain, and an enemy of England.

Six ships of the line, and several gunboats, carrying 48 pounders, have been fitted out at Cadix, to protect the entrance of the harbor against the English.

The last letters from Semlin, of the 1st inst. state, that the peace between the Servians and Turks has only been of a short duration. A Turkish Pacha from Bosnia having marched against the Servians, they advanced with 8000 men to Drina to repulse him. Since that moment all the friendly relations between the Turks and Christians have ceased.

The Africane is preparing for a secret expedition, and will be ready about the middle of the month.

A hurricane lately occurred off the Spanish coast, by which 17 merchant ships, and a French corvette, were stranded near Cadix; and an Austrian brig, having on board 300 men, was sunk, when they all perished.

COURT MARTIAL.—The trial of the Hon. Colonel Cochrane, brother to Lord Dundonald, is fixed to commence before a General Court Martial at Canterbury, on the 1st March.

The French squadron at Rocheort, consisting of six sail of the line and two frigates, effected their escape from the port on the 11th ult. There is no doubt; but some of our fleets will be able very soon to give a good account of them.

We are concerned to state the loss of his majesty's ship Doris, of 36 guns, captain Campbell, which struck on a rock on the coast of Spain, while in chase of one of the enemy's brigs. The officers and all the crew were saved.

The Felix scho. arrived at Plymouth, on Thursday, having on board part of the crew of the Doris. The same vessel also brings the melancholy intelligence of the death of captain W. H. Jervis, of the Tonant of 80 guns, who was upset in his barge in going from that ship to the admiral's one man perished with him. Captain Jervis was nephew and heir to the titles and estate of Earl St. Vincent.

Government have just issued instructions to our naval commanders not to molest any neutral vessel going with supplies of grain to Spain, during the present distress of that unfortunate country, even though the grain should belong to our enemy.

Orders have been sent to the transport board, that all private property belonging to the officers and men of the captured Spanish frigates, whether in money or goods, should be forthwith restored to the owners.

The monthly report of the ships in commission of the British Navy, state them to be 697, of which number 105 are of the line, 24 of 50 guns, 187 frigates,

and 431 sloops of war—besides these, there are a great number building and repairing, receiving ships, smaller vessels, &c. making in the whole a grand total of 903 sail.

Letters received on Thursday from Holland, represent that country to be in a state little short of absolute bankruptcy. The taxes have now reached to nearly to the whole amount of all private incomes, that nothing but the new impost upon capital can be relied upon for any emergencies of the state. Several vessels which had arrived laden with British colonial produce had been seized by the French; and some British subjects have been arrested.

All the private letters and papers brought by ten mails which have arrived from Hamburg, agree in stating, that the obstacles which have occurred in the mediation on the part of Prussia, in the dispute between Russia and France, still continue; and that Bonaparte is much concerned at this circumstance. Austria, Prussia and Russia, is also represented as being far advanced in negotiations, of which it is the object to maintain the peace of the continent, and to guarantee it against encroachments upon the part of any other power.

An article from Madrid says, that notwithstanding the war, the paying off the national debt still continues. On the 1st of January vales to the amount of 6,060,423 reals de velon, were to be destroyed.

A new order of the knighthood, it is said, will be instituted at Vienna, which will bear the name of St. Leopold.

A convention has been concluded between the Porte and Ismael Pacha, by which he is confirmed in the government of Acre, under condition of restoring to the Porte, the treasure of the late Ghezzar Pacha.

A minister from the republic of the Seven Islands, arrived about the end of November at Constantinople, for the purpose of representing to the Porte, that his government is not in condition to pay the three years arrears of the annual tribute of 70,000 piastres, on which the Grand Seigneur has reduced the tribute, for the time elapsed, to 40,000 annual, which has been paid.

An insurrection had nearly taken place in Constantinople the beginning of December, in consequence of the troops having received no pay for more than two months. As soon as this was known the Grand Seigneur demanded of the merchants and other persons of property, a forced loan of three millions of piastres, and ordered that the troops should be paid double their arrears.

The report that Lord Nelson has taken Minorca is repeated by every advice from the continent.

The emperor of Russia has assigned the city of Kiow for the future residence of the count de Lillie.

An article from Italy, dated December 24, says, the king of Sardinia has received new proposals of indemnities, which annihilate the sovereignty of the republic of the Seven Islands. He has communicated these offers to a great northern court, by which they have been disapproved.

A great number of ships have been wrecked in the Black Sea in some late storms, by which the Insurance Company at Trieste has lost to the amount of 400,000 florins.

Some late French papers assert that it is now determined to attempt the invasion of England early in the spring.

Bonaparte and the Pope are said to be going to Milan, to assist in the coronation of Joseph Bonaparte as king of Lombardy.

The French had put up to public sale a great quantity of coffee, confiscated under the pretence of its being British property, but not a single bidding was made for it.

Baltimore and Frederick TURNPIKE ROAD.

THE subscribers being appointed to receive subscriptions, under the act of assembly for incorporating a company for making a turnpike road from Baltimore through Fredericktown to Doonsborough, do hereby give notice, that subscription books will be opened at the office of the Maryland Insurance Company in South street, and at Mr. William Evans's tavern, in Market street, on Monday, the 1st April, from the hour of 9 until 1 o'clock, and will continue open during the same hours the two following days unless the capital stock should be earlier subscribed. The stock is divided into shares of twenty dollars each; and every person must pay down one dollar on each share at the time of subscribing; and more than twenty-five shares can be subscribed for on the first day by any one person, nor more than fifty on the second day.

(Signed) JAMES CAREY, LUKE TIERNAN, GEO. F. WARFIELD, FRS. HOLLINGSWORTH.

N. B. Subscription books will also be opened at Frederick, Middle town and Hagers town, for shares in the above road, by the commissioners named in the law.

February 14 2aw6w13A

Ten Dollars Reward.

RAN AWAY from the subscriber, on the 11th last February, a young Negro Man, by the name of P. T. G., well known in town by the name of black Peter, having been a chimney sweep. He is about 20 years of age—his dress was a brown jacket and blue trousers, but perhaps has changed his dress. He will endeavor, probably, to pass as a freeman and attempt to get on board some vessel—therefore, all masters of vessels are forewarned against carrying him off. Whoever will take up the said fellow, and bring him to the subscriber, on Federal Hill, shall receive the above reward.

PETER DE CAINDRY.

FREDERICK TURNPIKE ROAD.

Subscription books will be opened THIS DAY at Mr. William Evans's tavern, and at the Maryland Insurance Office, when every real friend to the commercial greatness of the city and the improvement of the state, will, it is sincerely hoped, avail himself of the opportunity offered to effect those desirable, nay indispensably necessary objects. We have not the least doubt that the subscription will be filled before the time limited by law (three days) expires; but, at the same time, we know, that PRUDENCE as to the establishment of Turnpikes, have every where existed, and prevented, perhaps, apparent barriers against their utility; but every reflecting mind, devoted to the interests of Baltimore and its vicinity, must be convinced of their absolute necessity, to prevent that portion of trade, to which our city is naturally entitled, from diverting itself into other channels. To those who are doubtful on the subject of turnpikes, we respectfully recommend the perusal of the following letter and communication:—

Extract of a letter from a gentleman in Frederick county to his friend in Baltimore.

You ask my opinion respecting the turnpike road that is to be made from Baltimore through Fredericktown to Boonsborough, whether the people in Frederick and Washington counties will take the toll.

In answer to which I inform, that very few of us have seen the law; those that have seen it, think well of it, that it is every necessary provision, and are anxious to have it carried into effect; and I have no doubt but after they become acquainted with it they will approve of it. I observe the law secures 10 per cent. per ann. to the stockholders; but the holders of landed property in our part of the country are so deeply interested in having a good, firm and smooth road, on which they may pass at all times, that I am confident the people in Frederick and Washington counties would take the toll, if they were only to receive 6 per cent. for their money. The people of Baltimore have no idea of the fatigue and toil we have in getting our produce transported to Baltimore. The roads are so extremely bad, that it is none but the best and strongest of our teams that will venture to travel the road; and with them the task is arduous. I am certain that if the road were paved, the land adjacent to it would be worth to the holders thereof double its present value. I am confident the stock will be as productive as the stock of any of your banks, and much more certain and permanent. I believe there may be too many banks for the trade of a city; but there is no danger of having too many turnpike roads.

I fully believe the proposed stock will yield the stockholders 10 per cent. for their money, as contemplated by the law. My opinion is founded on the following data: From an enquiry I made when in Baltimore, I find the toll received at the gate on the Frederick road, near Baltimore, in 1803, was 800 dollars; the toll was a sixteenth of a dollar for a waggon, and payable only in going towards Baltimore. I observe by the present law, that the toll is fixed at an eighth of a dollar for each horse that may be to a waggon, which is half a dollar for a waggon of four horses, (and generally our waggons have five horses, and sometimes six.) And I also observe that toll is demandable as well on their return from Baltimore as when going thereto; so that a waggon of four horses will have to pay at each gate a dollar, which will make the toll under the present law sixteen times as productive as it was in the year 1803. Admit the travelling hereafter to be the same that it was at that time (and from additional population alone it certainly will greatly increase) then the toll demandable at the aforesaid gate will be sixteen times 800 dollars, which is 12,800 dollars.

I find by the law that the capital is to be 220,000 dollars. I can't believe that sum will be sufficient to complete the road the whole distance: for, I find the Lancaster turnpike road, which was paved 32 feet wide and 18 inches deep, cost for 63 miles £.128,000, which was a fraction more than £.2,000 per mile: it was an entire new road, and the land taken by the road the company had to pay for, which was included in the aforesaid £.128,000. The proposed road is to be made upon the bed of the present road, in consequence of which, there will be a great saving of expence. I observe the materials for making the proposed road are in almost all parts very convenient and of a good quality; and by the law the road need be but 20 feet wide, and which I suppose a sufficient width for every useful purpose, neither need it be paved more than 12 inches deep, as they now in Pennsylvania find it a sufficient depth. But, so that the expence shall not exceed the estimate, we will suppose it to cost the same per mile as the Lancaster road; then the capital will not be more than sufficient to complete the road to Fredericktown, which is 45 miles from Baltimore; the

remainder of the distance may be completed by additional subscriptions. The interest of 220,000 dollars capital, at 10 per cent. is 22,000 dollars. In the distance from Baltimore to Frederick there will be four gates and a fraction of five miles, on which a gate may be to receive half toll. No doubt the gate nearest to Baltimore will be more productive than those between it and Frederick. From an estimate I have made I find the gate may with safety be computed, on an average, to receive 8000 dollars each, which for the four gates and an half, will produce 36,000 dollars, leaving a surplus of 14,000 dollars over and above paying 10 per cent. on the capital which may be applied to meet any deficiency of interest that may be whilst the road is making, before a gate is set up, and to the further improving the road. There will be no necessity for the company to call for more than one half the capital, or 110,000 dollars, until after 20 miles at least of the road are completed; and if the company prosecute the business as spiritedly as they do in Pennsylvania, 10 miles at least of the road will be completed in one year from the investment of the money, after which a gate may be set up, which, from the foregoing calculation, will produce 12,800 dollars; which gate alone will make a dividend of 10 per cent. on one half of the capital, and leave a surplus of 1800 dollars; and in two years or less, 20 miles of the road will be completed, when a second gate may be set up, at which gate the toll may fairly be fixed at 10,000 dollars per annum, which being added to the above 12,800 dollars, makes, 22,800 dollars, leaving a surplus of 800 dollars more than sufficient to divide 10 per cent. on the whole of the capital. I might safely have calculated five horses to a waggon, which every one knows to be the common number that is in our teams, then the aforesaid two gates would have produced 28,500 dollars, which is 6500 dollars more than sufficient to divide 10 per cent. on the capital. And as a further proof that the toll will yield 10 per cent. on the capital, I find from a calculation I have made, that the toll demandable on 14 waggons passing each gate, on an average, per day, towards Baltimore, and the same number returning will yield 10 per cent. on the capital; and every one acquainted with the road must know that the average number far exceeds that.

Some may apprehend the tolls fixed by law are high, and will induce some to evade the toll by taking different roads: every one acquainted with our common earth roads, particularly those leading towards Baltimore, must be confident that the turnpike road will not be evaded on that account. They would not evade it if the toll was twice as high as is contemplated, because the owners of waggons, like most others, consult their own interest, and on a paved road, they may, with more ease, carry double loads. But, admitting they carry the same as heretofore, the great advantage that would be received from having a firm and smooth road on which they may at all times travel, and the facility with which they could get to market, the time that would be saved, there being no risk of injury to the driver, to the horses, to the waggon, to the harness; all these advantages taken into consideration, will doubly compensate for any toll that will be demanded. A good water communication is certainly to be preferred to the best of roads. But a good turnpike road is the next to it. A water carriage has some disadvantages that a turnpike road has not, to wit: in the winter they are closed with ice for several months, and which is the time the husbandman has the most leisure to get out and carry his produce to market, and frequently in the time of drought, the water is too low. At all times a turnpike road is to be preferred to the difficult navigation of the Potomac. A good turnpike road has greater advantages than people in general apprehend.

For illustration, I will make a comparison of the expence attending the transportation of 24 barrels of flour from Frederick to Baltimore, as the roads are and when they are turnpiked. Suppose a waggon, as the roads are in common carries 12 barrels of flour at a load (and commonly they only carry 10) and that it takes 4 days in going to and returning from Baltimore, (and frequently they are 5 and 6 days) and that the hire of a waggon is 4 dollars per day, then the delivery of 12 barrels will cost 16 dollars, and 24, 32, dollars. On the Lancaster turnpike road, a common load is 30 barrels. But I will suppose on this, to carry only 24 barrels, and to perform the trip in four days, (and no doubt it might be done with ease in 3 days.) then 4 days at 4 dollars per day, is 16 dollars, and the toll in going and returning, will be 4 dollars, which make 20 dollars, and leaves a saving of 12 dollars in favor of the one travelling the turnpike.

The making turnpike roads is a new thing; there never having been any in the state; but such as do not believe the name, the people do not understand them. As almost all the monied capital of the state is in Baltimore, we should be pleased to see you take the lead in this important business. The commissioners appointed to take subscriptions, and others, ought to make a little exertion, with your merchants and monied men. Your merchants are so engaged in pursuit of their mercantile transactions, though they may be well disposed to, and would be willing to encourage the road, yet without being put in mind, they would not know when