

Maryland Gazette.

BALTIMORE, October 25, 1809.

comes, the Herald of a noisy World,
from all Nations lumbering at his Back

Foreign.

EAST-INDIES.

Fort William, January 30, 1809.
THE right hon. the governor-general in council has received the satisfactory intelligence that a detachment of the subsidiary force at Hyderabad, under the command of Lieut. Col. Doveton, consisting of a corps of artillery, two regiments of native infantry, employed in the province of Candeeh, in pursuit of the predatory force of the chiefs, under Row Holkar, Wahid Ali Khan, Dandieu Khan, after a forced march of 100 miles have succeeded in surprising the enemy at the fort of Almanair, on the morning of the 28th ult. effected the complete dispersion of their troops, consisting of between 4 and 5000 men, cavalry and infantry, and captured the whole of their guns, baggage and camp equipage, and near 1000 men; the loss on the part of the enemy, is stated to have been very great; on the part of the British detachment between 20 and 30 men killed and wounded.

The gov. gen. in council deems it proper, on this occasion, to express, in the most public manner, the high sense which he entertains of the zeal, judgment and activity manifested by Lieut. Col. Doveton, in planning and executing this arduous enterprise; and of the distinguished services, exertions and gallantry of the officers and troops under his command, in accomplishing a march of near 100 miles, in a space of 48 hours, and immediately attacking and defeating a superior force of the enemy, whose depredations in the province of Candeeh, and the territories of the allies of the British government, had so long disturbed the tranquillity of the Deccan, and had rendered necessary a combined movement of divisions of the subsidiary forces of Poona and Hyderabad under the general direction of Colonel Wallace, commanding the subsidiary force at Poona.

His lordship, in council, has great satisfaction also, in acknowledging on this occasion, the judgment and personal ability displayed by Col. Wallace, in framing the plan of combined operations between the two divisions of the subsidiary forces, which led to the brilliant achievement devised by Lieut. Col. Doveton, and executed under his personal command, with such exemplary success.

N. B. EDMONSTONE, C. S.

LONDON, AUGUST 26.

The king has been pleased to grant the dignities of Baron and Viscount of the United Kingdoms of Great-Britain and Ireland, unto the Right Honourable Sir Arthur Wellesley, Knight of the most honourable order of the Bath, and lieutenant-general of his majesty's forces, and to the heirs male of his body lawfully begotten, by the names, styles and titles, of Baron Douro, of Wellesley, in the county of Somerset, and Viscount Wellington, of Talavera and Wellington, in the said county.

Dr. Anderson, of the Botanical gardens at St. Vincents, has transmitted to this country, specimens of the bark of five different kinds of trees, which he conceives may become substitutes for oak bark in tanning. They are common on that island, and if found to possess the astringent or tanning quality, may be procured at a very low price.

The city of Antwerp, which is supposed to be the ultimate object of the expedition, forms no part of the former territories of Holland; it is situated about forty miles S. E. of Flushing, on the E. side of the Scheldt, which is here of sufficient depth and width to admit vessels of great burthen close to the quay. The commerce of this city, rather more than two centuries ago, was superior to any other state in Europe, 2500 merchant vessels arriving in its port in one year. In 1550, the value of the merchandise imported amounted to 153 millions. But when the United Provinces threw off the Spanish yoke, having got possession of the entrance of the Scheldt, they sunk obstructions in the channel, to prevent a free navigation. The town is surrounded by a wall and regular fortifications.—The navigation of the river was declared free in 1794.

LIVERPOOL, SEPT. 2.

A correspondent who lately made the tour of several English counties, informs us, that the crops of corn in general appear good, and the ears well filled. In some few places blight and mildew have made their appearance; but the wheat was so far advanced to maturity before they came on, that the produce will be little deteriorated by them. Dry weather, however, is now much wanted, in order to harvest the different kinds of grain. A full average crop is expected, and rather more in other places. The turnips are very unequal. The fly has been very busy in certain districts.

NEW-YORK, OCTOBER 20.

LAST ARRIVAL.

The ship Packet, captain Trott, has arrived at Boston in 33 days from Liverpool, bringing London dates to the 6th of Sept. One of these mentions, but at the same time treats it as a "mere bubble," that a treaty of peace had actually been signed between France and Austria, in which the emperor had surrendered his title of emperor, and had sacrificed all his dominions to Buonaparte, excepting Hungary and Bohemia, of which he is to be the king, and Buonaparte is to add to his title that of Archduke of Austria.

An official account of Lord Wellington (Wellesley) gives the particulars of his retreat; but they have not reached us. The French speak confidently of soon becoming masters of Gerona though it still held out.

The expedition had returned to England, owing to the sickness of the troops and the formidable preparations of the enemy, excepting 15,000 men which had been left to keep possession of the highly important island of Walcheren. Lord Chatham it was reported was to be brought to a court-martial for having by his dilatory conduct, lost the object of the expedition.

Russia, it was said, had laid embarrassments in the way of any further entry to American vessels. On the other hand Denmark and Sweden are said to have opened their ports. This however, is very much doubted.

An intelligent Spanish officer in this city, lately from Spain, represents it as a hopeless attempt for Buonaparte ever to think of conquering that country. Overturn it, he says, he may, but subjugate it he never can. It is not, however, by opposing large armies to large armies the Spaniards expect to succeed, but in that splendid but equally destructive mode of warfare, which consists in cutting off every individual that straggles from his camp, so that the French will never be able to consider themselves masters of a foot of ground more than what is actually and immediately occupied by their army. The country he says is so entirely devastated, that not even refreshments can be found for the traveller within 100 miles of Madrid; he assures us it is a fact, that the French army subsists entirely on provisions and forage brought all the way from France.

BOSTON, OCT. 16.

LATEST FROM CADIZ.

The brig Corporal Tim, capt. Elwell, arrived here on Saturday last in 36 days from Cadiz. Capt. E. left the city on the 8th of Sept. but brought no papers. He reports, that Gen. Cuesta had resigned his commission, and left the Spanish army; that Sir Arthur Wellesley was retreating towards Portugal, for the purpose of re-embarking on board a fleet of transports which was said to have arrived off the coast. Capt. E. did not learn that any battles had been fought anterior to those already known in this country.

It was also reported at Cadiz, that the cause of Sir Arthur Wellesley's falling back towards the sea-coast, was the total want of provisions, and not through fear of the enemy; that the central supreme junta had not dissolved, but on the recommendation of the British commander in chief to have the provisional authority of the country placed in the hands of the bishop of Toledo, as Regent, it was expected some change would take place in the government.

OCTOBER 17.

Accounts direct from Cadiz to the 8th of Sept. have been received. They mention no battles subsequent to those of which we have heard. There appears to have been a suspension of military operations for want of provisions, and mutual caution, from the greatness of the stake. The British and Spanish troops could not be long in want. The French could not be supplied with so much facility. A general scarcity in the interior would render the abused Spaniards still more desperate.

OCTOBER 18.

FROM SPAIN AND PORTUGAL

We have accounts as late as the 8th ult. It is stated by them, that the great armies which had been in contact on the borders of Castile and Estremadura, after consuming and destroying every kind of food for man and beast, had been compelled to separate, and retire to points where subsistence could be obtained:—That the French had fallen back on Madrid; where supplies were received across the Pyrennes, from France; the English on Portugal, and the Spaniards on the Guadiana; and that no battles since those which have been reported, had been fought.—The last advices from Lisbon (the nearest maritime place to the late scene of war) do not intimate any preparations on the part of the English to embark their troops, nor any apprehensions, on the part of the Portuguese; for the issue of the patriot cause. The patriots were in excellent spirits; and provisions were very plenty and cheap in Cadiz and Lisbon; and nothing were wanting to supply the armies, but energy in the administration of their affairs.

American.

BOSTON, OCT. 16.

WE received yesterday the Augusta, (Me.) paper of Friday last. The guard of 300 men is still kept up at the gaol.—New drafts have been made of the militia to relieve those first drawn out. The drafts will be renewed every week while the danger continues of the prisoners being rescued.

Captain Stanwood, who arrived yesterday from Lisbon, dated Aug. 25. The people were in excellent spirits, and apparently free from any apprehension of another visit from the French. There were no British men of war at Lisbon, and the British troops had all marched to Spain, except 3 regiments, which had just arrived from Gibraltar.

Letters have been received from the ship Horace, in which Mr. Adams embarked for Russia. They were written off Newfoundland, Aug. 16.

The Danish decree recalling their privateers, and confining them to port, has been published. It permits cruising near Heligoland—says nothing of the liberation of detained Americans, nor of the inducements for the decree, passes no censure on the privateers. Whether this decree is issued from respect to neutrals, or to secure the seamen for other service, admits of doubt.

NEW-YORK, OCT. 15.

A letter from Capt. Coit, of the ship Chase, from Hull, to his owner in this city, dated Gottenburg, Aug. 19th, says—"I arrived here yesterday on my way to Gelfe. We shall sail as soon as the wind comes fair, with a large fleet under a strong convoy, which is essentially necessary to counteract the activity of the Danish privateers, who are very numerous.—There are now here eight hundred sail of shipping bound up and down the Baltic, of whom about 25 are Americans."

PHILADELPHIA, OCT. 19.

We yesterday received the following from Havana, in Spanish, which we have translated for those it may concern:

The governor and captain-general and intendant of this island, having agreed at a meeting yesterday, that the royal orders of the 10th July past should be enforced, prohibiting the commerce of Foreign nations to any of the Indies—therefore give notice to the public, that no foreign vessel will be allowed to trade to any of the ports thereof. Havana, 27th Sept. 1809.

Extract of a letter from Havana, dated 27th Sept. 1809.

"I avail myself of this occasion to announce to you, that the ports of this island are shut on this day against all nations—even our allies are excluded in consequence of orders from Spain of the 10th of July. There can be no doubt that the measure will be rigorously persevered in."

OCTOBER 20.

At a meeting of the merchants and underwriters of this city, interested in the vessels and property captured, in Europe, by Danish cruisers, held yesterday at the Merchants Coffee-house, the following resolutions were unanimously agreed to:—

Resolved, That a committee be appointed to prepare a representation to the President of the U. States, of the facts and circumstances attending the late enormous and alarming depredations committed by Danish cruisers on the property of citizens of the U. States, lawfully navigating the high seas, and actually destined for ports in Denmark, Sweden or Russia,

And of the vexatious proceedings and unjust condemnation of such property in courts acting under the authority of Denmark; not only in violation of the law of nations (in the maintenance and defence of which that government has hitherto been distinguished,) but in contempt of those documents and evidences of neutrality, which have hitherto been deemed sufficient,

Respectfully requesting that such measures may be speedily adopted as the wisdom of the executive may devise, and the magnitude and emergency of the case require.

Resolved, That the committee be instructed to collect all the testimony which the nature of the case may require, or the parties interested may furnish, together with satisfactory evidences of the neutrality of the property, and the other documents which accompanied it in each case, with the nature and amount of their several claims.

That memorials be signed by the parties interested, and together with a certified copy of the proceedings of this meeting, (signed by the chairman) be forwarded without delay to the Secretary of State, to be laid before the President.

That the Chairman T. Fitzsimons, W. Jones, Henry Pratt, Stephen Girard & Charles Pleasants, be a committee.

TH. FITZSIMONS, Chairman.

The longitude of Charleston, (S. C.) agreeable to the observations at several of the late occultations, proves to be 79° 52' from Greenwich.

LIST OF TURNPIKE ROADS & BRIDGES,
In the State of New-York, with the amount of the Capital Stock of the Companies, and the distance of the roads to be made. Extracted from a communication of Dr. De Witt, to the Society for the promotion of Useful Arts.

Turnpike Roads.	Capital Stock.	Length of Roads.
First Great Western	180,000	52
Columbia	25,000	20
Rensselaer and Columbia	32,000	28
Eastern (with a diverging road)	50,000	49
First North	90,000	60
Seneca (two roads)	177,500	112
Susquehanna	116,000	80
Orange	21,000	25
Mohawk	190,000	80
Weltcheffer	25,000	10
Newburgh & Cohecton	80,000	60
Shenango	64,000	65
Oneida	30,000	25
Union	50,000	50
Stephentown	8,000	10
New Windsor & Bloomington Grove	7,500	10
Second Great Western	50,000	45
Flushing and Newtown	15,000	5
Quaker Hill	10,000	10
Albany & Schenectady	140,000	14
Troy and Schenectady	60,000	15
Hudson Branch	20,000	10
Ulster and Delaware	125,000	110
Dutchess	60,000	35
Schoharie	78,000	60
Newtown	30,000	20
Canandaigua and Bath	50,000	35
Third Great Western	105,000	90
Ancram	24,000	20
Susquehanna & Bath	300,000	100
Albany and Bethlehem	50,000	5
Fall hill turnpike & bridge	12,500	15
Chatham	10,000	10
Coxsackie	41,000	25
Albany and Delaware	150,000	75
Little Delaware	100,000	60
Lake Erie	200,000	150
Fourth Great Western	40,000	20
Hilldale and Chatham	35,000	50
Cayuga	175,000	120
Ontario and Genesee	175,000	90
Onondaga Salt Spring	100,000	55
Great Northern	150,000	120
Delaware	75,000	50
Newburgh & Chenango	162,000	80
Neverlink	162,000	80
Popachtou	210,000	50
Plattsburgh & Chateaugay	55,000	40
Utica	30,000	50
Rome	20,000	20
Greenfield	26,000	20
Farmers'	100,000	35
Ulster and Delaware first branch	40,000	25
Waterford & Whitehill	150,000	60
Waterford	60,000	40
Newburgh & N. Windsor	5,000	5
Schenectady & Ballston	2,000	5
Jamaica and Rockaway	20,000	15
Unadilla	62,500	40
Canajoharie & Charleston	30,000	20
Hamilton & Skaneateles	84,000	70
Mohawkbridge & Ballston	40,000	20
Highland	250,000	110
N. Baltimore & Rensselaerville	20,000	20
Mexico	50,000	50
Middleburgh & Rensselaerville	15,000	15
Albany and Greene	40,000	35

Total miles of Road, 3,071

BRIDGES.

Schoharie Kill	10,000
Catskill	25,000
Cayuga	10,000
Canajoharie and Palatine	10,000
Jericho	15,000
Troy	5,000
Union	4,000
Fort Miller	7,500
Newtown and Bushwick	15,000
Montgomery	6,000
Schoharie and Cobleskill	7,500
Fort Hunter	5,000
Schoharie creek north	15,000
Wallaboght and Brooklyn	20,000
Delaware	25,000
Susquehannah	20,000
Canton	8,000
Farmers'	7,500
Cohoes	4,000
Jefferson	4,000
Mohawk (stock included in Mohawk turnpike)	5,141
Total, 67 turnpikes—stock,	415,000
21 bridges—stock,	5,550
88 companies—Total amount of capital stock,	—

In a London paper a proposal has been made to celebrate the 26th of October by a national jubilee, "as his majesty that day enter the 50th year of his reign, an event that has not occurred since the reign of Edward the III. and only once in 1200 years."