

VOL. LXXXV.

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PROPOSALS For carrying Mails of the United States, on the following Post Roads, to be received at the General Post-Office, in the city of Washington, until the 25th day of September next, inclusive.

IN MARYLAND. From Georgetown, by Bladensburg, Vanville, M'Coy's and Elk Ridge, to Baltimore, every day, 42 miles. Leave Baltimore every day at 5 A.M. and arrive at Washington by 1 P.M. and Georgetown every day at 5 A.M. and arrive at Washington by 2 P.M. Leave Washington every day at 6 A.M. and arrive at Baltimore by 2 P.M. From Easton, by Hillsboro', Denton, Greensboro' and Whitelysburg, to Baltimore, once a week. Leave Easton every Wednesday at 5 A.M. and arrive at Frederica on Thursday by 11 A.M. Leave Frederica every Thursday at 2 P.M. and arrive at Easton on Friday by 8 P.M. From Elkton, by Swanton, Cecil, M. Roads, Georgetown & Roads, Middlebrook, Sadler's, Beaver Dam and Easton, to Greensboro', once a week, 57 miles. Leave Elkton every Tuesday at 6 A.M. and arrive at Greensboro' on Wednesday by 10 A.M. Leave Greensboro' every Wednesday at 2 P.M. and arrive at Elkton on Thursday by 6 P.M. Leave Baltimore, by Rockhall, Chestertown, twice a week, 37 miles. Leave Baltimore every Monday and Friday at 5 A.M. and arrive at Chestertown by 6 P.M. Leave Chestertown every Tuesday and Saturday at 5 A.M. and arrive at Baltimore by 6 P.M. From Harford, to Bel-air, twice a week. Leave Bel-air every Tuesday and Thursday at 7 A.M. and arrive at Harford by 9 A.M. Leave Harford at 10 A.M. and arrive at Bel-air by 1 P.M. From Baltimore to Annapolis, twice a week. Leave Baltimore every Monday and Friday at 5 A.M. and arrive at Annapolis by 3 P.M. Leave Annapolis every Tuesday and Saturday at 5 A.M. and arrive at Baltimore by 3 P.M. From Baltimore, to Queenston, once a week. Leave Baltimore every Wednesday at 4 A.M. and arrive at Queenston by 8 P.M. Leave Queenston every Tuesday at 5 A.M. and arrive at Baltimore by 8 P.M. From Queenston, by Hillsboro' and Denton, to Milford, D. once a week. Leave Queenston every Thursday at 4 A.M. and arrive at Milford on Friday by 10 A.M. Leave Milford every Friday at 2 P.M. and arrive at Queenston on Saturday by 6 P.M. From Baltimore, by Ellicott's Lower Mills, Poplartown, Lisbon and Newmarket, to Fredericktown, thrice a week, 46 miles. Leave Baltimore every Sunday, Tuesday and Thursday at 3 A.M. and arrive at Fredericktown by 11-2 P.M. Leave Fredericktown every Monday, Wednesday and Friday at 10-12 A.M. and arrive at Baltimore by 8 P.M. From Annapolis, by Broad Creek, Kent Island and Queenston, to Centerville, once a week, 31 miles. Leave Annapolis every Tuesday at 6 A.M. and arrive at Centerville by 6 P.M. Leave Centerville every Wednesday at 8 A.M. and arrive at Annapolis by 8 P.M. From Washington city, by Upper Marlboro', Queen Ann and Quinn's Ferry, to Annapolis, three times a week, 40 miles. Leave Washington every Monday, Wednesday and Friday at 6 A.M. and arrive at Annapolis by 6 P.M. Leave Annapolis every Tuesday, Thursday and Saturday at 5 A.M. and arrive at Washington by 6 P.M. From Annapolis, by Haddaway's, Michaels and Easton, to Cambridge, once a week, 31 miles. Leave Annapolis every Tuesday and Thursday at 4 A.M. and arrive at Easton at 8 P.M. Leave Easton at Cambridge by 6 P.M. Leave Cambridge every Wednesday and Sunday at 5 A.M. and arrive at Annapolis by 6 P.M. From Annapolis, by Ellicott's Lower Mills, Fig Point, Tracy's Land, to Hillsboro', Lower Marlboro', Hun-

tingtown and Calvert c. h. to St. Leonard's, once a week, 71 miles. Leave Queen Anne's every Monday at 4 A.M. and arrive at St. Leonard's by 7 P.M. Leave St. Leonard's every Tuesday at 4 A.M. and arrive at Queen Anne's by 8 P.M. From Upper Marlboro', by Nottingham, Aquasco, Benedict and Chaptico, to Chaptico, once a week, 46 miles. Leave Upper Marlboro' every Monday at 1 P.M. and arrive at Chaptico on Tuesday by 2 P.M. Leave Chaptico every Tuesday at 3 P.M. and arrive at Upper Marlboro' on Wednesday by 6 P.M. From Upper Marlboro' to Magruder's tavern. Leave Upper Marlboro' every Monday at 1 P.M. and arrive at Magruder's by 3 P.M. Leave Magruder's every Monday at 10 A.M. and arrive at Upper Marlboro' by noon. From Washington city, by Oren Hill, Piscataway, Port Tobacco, Alensfresh, Newport, Chaptico, Clements Bay, Leonardtown, Great Mill and St. Innioges, to Ridge, twice a week to Leonardtown, and once from thence to the Ridge, 97 miles. Leave Washington every Wednesday and Saturday at 4 A.M. and arrive at Leonardtown on Thursday and Sunday by 2 P.M. Leave Leonardtown on Sunday at 3 P.M. and arrive at the Ridge the next Monday by 11 A.M. Leave Ridge every Monday at 2 P.M. and arrive at Leonardtown on Tuesday by 9 A.M. Leave Leonardtown on Tuesday and Thursday at 11 A.M. and arrive at Washington city the next Wednesday and Friday by 7 P.M. From Port Tobacco, by Hilltop and Cedar, to Nanjemoy, once a week, 22 miles. Leave Port Tobacco every Sunday at 6 A.M. and arrive at Nanjemoy by 11 A.M. Leave Nanjemoy at 1 P.M. and arrive at Port Tobacco by 7 P.M. From Washington city, by Simpsonville, Colesville, Brookville, Triadelphia and Damascus, to Newmarket, once a week, 39 miles. Leave Washington every Thursday at 6 A.M. and arrive at Newmarket by 6 P.M. Leave Newmarket every Friday at 6 A.M. and arrive at Washington by 7 P.M. From Washington city, by Georgetown, Montgomery c. h. Middlebrook, Clarksburg and Hattstown, to Fredericktown, three times a week, 43 miles. Leave Washington every Sunday, Tuesday and Thursday at 2 A.M. and arrive at Fredericktown by 1 P.M. Leave Fredericktown every Monday, Wednesday and Friday at 10 A.M. and arrive at Washington by 10 P.M. From Montgomery c. h. by Charlesburg, or Darne's, and Poole's Store, to Leesburg, once a week, 29 miles. Leave Leesburg every Thursday at 4 A.M. and arrive at Montgomery c. h. by 11 A.M. Leave Montgomery c. h. every Thursday at 1 P.M. and arrive at Leesburg by 8 P.M. From Fredericktown, by Three Springs, to Leesburg, once a week, 25 miles. Leave Leesburg every Friday at 4 A.M. and arrive at Fredericktown by 11 A.M. Leave Fredericktown at 1 P.M. and arrive at Leesburg by 8 P.M. From Fredericktown, by Newtown, Petersville, Harper's Ferry and Charlestown, to Battletown, twice a week, 41 miles. Leave Fredericktown every Wednesday and Friday at 3 P.M. and arrive at Battletown on Thursday and Saturday by noon. Leave Battletown every Sunday and Friday at noon, and arrive at Fredericktown on Monday and Saturday by 9 A.M. From Fredericktown, by Liberty, Union Bridge and Union T. to Westminster, once a week, 30 miles. Leave Westminster every Friday at 2 P.M. and arrive at Fredericktown by 6 P.M. Leave Fredericktown every Friday at 3 P.M. and arrive at Westminster on Saturday by 2 P.M. From Fredericktown, by Woodsboro', Taneyton, Petersburg and Hanover, to York, once a week, 69 miles. Leave Fredericktown every Thursday at 4 A.M. and arrive at York on Friday by 9 A.M. Leave York every Saturday at 9 A.M. and arrive at Fredericktown on Sunday by 4 P.M. From Fredericktown, by Middletown, Boonsboro' and Hagerstown, to M'Connellstown, thrice a week, 53 miles. Leave Fredericktown every Sunday, Tuesday and Thursday at 2 P.M. and arrive at Hagerstown by 9 P.M. Leave Hagerstown every Monday, Wednesday and Friday at 3 A.M. and arrive at M'Connellstown by 11 A.M. Leave M'Connellstown every Tuesday, Thursday and Saturday at 1 P.M. and arrive at Hagerstown by 10 P.M. Leave Hagerstown every Monday, Wednesday and Friday at 3 A.M. and arrive at Fredericktown by 10 A.M. From Westminster, by Uniontown, Middlebury, Graceham, Mecha-

nictown and Covtowns, to Hagerstown, once a week, 42 miles. Leave Westminster every Wednesday at 6 A.M. and arrive at Hagerstown by 7 P.M. Leave Hagerstown every Thursday at 8 A.M. and arrive at Westminster by 8 P.M. From Hagerstown, by Green-castle, to Chambersburg, three times a week. Leave Hagerstown every Monday, Wednesday and Friday at 6 A.M. and arrive at Chambersburg by noon. Leave Chambersburg every Tuesday, Thursday and Saturday at noon, and arrive at Hagerstown by 7 P.M. From Williamsport, by Sharpburg, to Shepherdstown, Va. once a week, 15 miles. Leave Williamsport at 3 P.M. and arrive at Shepherdstown by 8 P.M. Leave Shepherdstown every Thursday at 10 A.M. and arrive at Williamsport by 2 P.M. From Hagerstown, by Williamsport, Hancock, Berkeley Springs, Oldtown, Cumberland, thence by Smyth's Stand and the national road to Union, Pa. once a week, 152 miles. Leave Hagerstown every Thursday at 2 P.M. arrive at Cumberland on Saturday by 9 A.M. leave at 10 A.M. and arrive at Union the next Sunday by 6 P.M. Leave Union every Monday at 6 A.M. arrive at Cumberland on Tuesday by 2 P.M. leave at 3 P.M. and arrive at Hagerstown the next Thursday by 10 A.M. From Washington city to Alexandria, 6 miles, every day. Leave Washington every day at 2 P.M. and arrive at Alexandria by 3 P.M. Leave Alexandria every day at 4 A.M. and arrive at Washington by 5 A.M.

From the Connecticut Courant. Before the period of our revolution the Americans used to call England their mother country. And though since that era there has been as little of filial as of maternal affection between the two countries, yet the daughter has copied after the ill example of the mother in several deplorable respects, and perhaps in nothing more deplorable than in plunging, like her, into an ocean of debt. At the time of the revolution in Britain (1688) the capital of the British debt was only six hundred & sixty four thousand two hundred and sixty three pounds sterling.— That debt was funded in 1699. King William reigned thirteen years, that is, from 1688 to 1701. He being a mighty warrior, the English got a deal of glory during his reign, but increased their debt by the amount of more than fifteen millions and a half. Queen Anne, the successor of William, reigned also 13 years.— Here was the reign of glory indeed. Her great Marlborough, by his chivalrous deeds upon the continent, exalted the military fame of England, at the expense, however, of the increase of the public debt to the full amount of thirty seven million seven hundred and forty thousand pounds. At the accession of George I. in 1714, the debt amounted to some what more than fifty four millions sterling. A debt of that magnitude was found to be a very convenient engine in the hands of government; and, as such, it began at that time to be employed. Walpole the prime minister, chiefly, if not altogether by means of the public debt & taxes organized and carried into operation a deep laid system of corruption which has pervaded the government from that day to the present. As some bridges are the more strengthened, the greater is the weight that is put upon them; so it is found out that governments of a free cast may be made stronger (that is despotic) by means of a great public debt and enormous public taxes. If Sir Robert Walpole had the merit of being the first inventor, there have been others since, as well Americans as Englishmen, who have improved upon his invention very ingeniously. Not to give a further narration of the increase of the British debt from period to period; suffice it to say, that in the year 1810 that debt was accumulated to upwards of eight hundred and eleven millions pounds sterling; and that the government itself was manifold more energetic in 1810, than in 1699 when the debt was fourteen hundred times less— so far forth clearly proving that a public debt is a public blessing, at least to men in public office. Such has been the example of the mother, which the daughter has not merely copied after, but for her age and circumstances has far, very far exceeded. During only four years of the administration of Mr. Madison, the American debt has been increased well toward as much as the British debt was increased during the 26 years of the reigns of William and Ann; although those reigns were attended with almost perpetual foreign wars. Nor is it unworthy of serious notice and remark, that the administration of Mr. Madison has been the era of a commencement of a systematic corruption exceeding in prodigality the genius of Walpole himself. The existence and fearful extent of abominable corruption in the fiscal affairs of the nation has been acknowledged by congressmen of all parties; though, strange to tell it seems to be the prevailing opinion that the way to cure it is to read it.

From a London paper of May 27. Mungo Park.—Every circumstance that can elucidate the fate of the explorer of Africa is interesting, although from the length of time that has elapsed since he was last heard of, the probability of his being in existence is so chimerical as scarcely to afford the most distant ray of its being realized. The following is however, a singular coincidence there can be no doubt the white men therein mentioned might be Park, and probably his fellow traveller Lieutenant Martin; particularly as it is known they embarked on the Niger with only 3 of their companions, and also that no persons, as is there described, could possibly be in the interior of that country, and similarly situated; but them.— The manner in which this information has been obtained is rather singular, but there seems no reason to doubt of its correctness. It appears that some time since a gentleman accidentally observed in London a seaman whom he had seen in Cadix, where he was well known from his having been in Africa, and at Tombuctoo, a city which no white person before has been able to reach, although it is the great object of European research. This seaman, whose name is Robert Adams, belonging to the American ship Charles, (and is a native of America, born on Hudson's river) and was wrecked October 11, 1810, near a small place called El Gezi, on the African coast, to the northward of Cape Blanco; and, with the rest of the crew, made prisoners by the Moors. After some time the whole were conveyed by the barbarians across the great desert to Soudemny and thence to Tombucto, experiencing the greatest fatigues and hardships. After a slavery at various places for four years, and undergoing every cruel treatment, he was so fortunate as to have his ransom effected by Mr. Dupuis, the Consul at Mogadore, from whence he went to Fez, obtained a passage to Cadiz where he remained until a peace with the United States was concluded, and ultimately arrived in London.—He states, that among the negro slaves at Wed-noon—(where from his being a white man, he attracted great notice)—was a woman who said she came from a place called Kouno, long way across the desert, and that she had seen in her own country white men, white as "bather" (meaning the white wall) and in a large boat with two high sticks in it, with cloth upon them, and that they rowed this boat in a manner different from the custom of the Negroes who use paddles.— In stating this she made the notion of rowing with oars, so as to leave no doubt that she had seen a vessel in the European fashion, and manned with white people.—Adams arrived at this place August 23, 1813, and remained there till September 1813. Many of the slaves purchased at Tombucto and other places, and brought by the Moors and Arabs across the great Desert, come from countries very far to the eastward; it is therefore, not improbable to suppose, that the place from whence this woman came might be the kingdom of Ghana, or Cano, on the river Niger, lying between the 10 and 15th degrees of East longitude. Supposing this correct, the curious relation of this person will afford reasonable ground for conjecturing that Park had made further progress on the Niger than where the guide states he parted with him; & as Parke's death which was by drowning, together with his companions, only occurred the day after the guide gave up his charge, he could not have made any progress in his voyage.—The time that intervened between the departure of Park from Sansanding, where he embarked on the Niger the 17th Nov. 1805; and his reported death at Silla, either in March or early in April, 1806, would greatly admit of his having reached a territory more distant than Kano.—That this astonishing traveller has met his death is almost certain, but the time, place, or circumstances under which it occurred, are enveloped in mystery, and rest alone on the bare assertion of his guide, who it must be recollected, was not an eye witness of the event, but obtained the information from others. At Wed-noon, the only white person which Adams found there was a Frenchman, who had been shipwrecked and taken into slavery. The temptation which had been held out to this man, as invariably done to this man, as invariably done to the followers of Mahomet to all Christians who unfortunately fall into their power, was too strong for him to resist. He had therefore turned Mahometan, and was in consequence circumcised, by which means he was immediately removed from slavery, allowed to marry, and was the father of several children. At this place he resided, some years, and obtained a livelihood by

NOTES. 1. The Postmaster General may expedite the mails and alter the times for arrival and departure at any time during the continuance of the contract, he previously signifying an adequate compensation for any extra expense that may be occasioned thereby. 2. Fifteen minutes shall be allowed for opening and closing the mail, at all offices where no particular time is specified. 3. For every thirty minutes delay (unavoidable accidents excepted) in arriving after the time specified in any contract, the contractor shall forfeit one dollar; and if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail lose a trip, a forfeiture of double the amount allowed for carrying the mail one trip shall be incurred, unless it shall be made to appear that the delay was occasioned by unavoidable accident in which case the amount of pay for the trip, will, in all cases, be forfeited and retained. 4. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly—in the months of February, May, August and November, one month after the expiration of each quarter. 5. No other than a free white person shall be employed to convey the mail. 6. Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals. 7. The Post Master General reserves to himself the right of declaring any contract at an end whenever a failure happens, which a moment is the loss of a trip. 8. The distances stated are such as have been communicated to this office, and some of them are doubtless in error: on this subject the contractor must inform himself; no alteration will be made in the pay on account of any error in this respect. 9. The contracts for the routes numbered 92 and 101, are to be in operation on the first day of November next, and all the others on the first day of January next. RETURN J. MEIGS, Jr. Post Master General. GENERAL POST-OFFICE, Washington City, May 20, 1810.

Public Sale. In pursuance of the last will and testament of Augustine Sewell, Sen. late of Anne-Arundel county, deceased, and by virtue of an order from the orphans court of said county, the subscriber will offer at Public Sale, on the premises, on Thursday the 29th day of August next, if fair, if not the next fair day thereafter, the real estate, of said deceased, being a tract of land containing Three Hundred and Seventy six and 1-4 Acres. This property is well watered; there is about one hundred acres of wood land, part of which is heavily timbered; a thriving young apple orchard, with a quantity of other fruits; it is adapted to the growth of clover. On this farm there is an excellent dwelling-house, an excellent barn, and other necessary out buildings; it lies high and healthy, and with a small expense might be made a beautiful country seat for any person from Baltimore, who would wish to purchase; as that city can be seen therefrom, being a distance of fifteen miles, and about three miles from the tavern of Henry M'Coy, on the Annapolis road. Any person wishing to view this estate, may for the same on application to Mr. Augustine Sewell, Jr. living on the premises. The terms of sale will be a credit of six and twelve months; the purchaser giving six and twelve months; the purchaser giving bond, with good and sufficient security, bearing interest from the day of sale; and when the whole of the purchase money is paid, a good deed will be given by the subscriber. At the same time and place will be sold, a part of the personal estate of said deceased, consisting of Cattle, Hogs, Sheep, &c. &c. The terms of sale, for that and all things over, will be required, for that and all things over, credit of six months or notes, with good security, bearing interest from the day of sale. The sale to commence at 10 o'clock. THOMAS WORTHINGTON, Jr. Executor.