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Boston, March 1.
JAMAICA, Jan. 24.

Extract of a letter from Panama, received in this city by H. M. S. Antilus, from Porto Bello.

On the night of the 12th November, the boats of the Independent Squadron, under the command of Lord Cochrane, succeeded in getting out of the port of Callao a Spanish 36 gun frigate. The Hydrion, British, and Macedonian, American frigates, were at anchor at that port at the time, and on the 21st (in number) approaching the Spanish ship, some of them, on being hailed, said they belonged to the Macedonian. Lord Cochrane stated to have been severely wounded in the engagement.

On the following day a boat from the Macedonian frigate went ashore, when the greater part of the crew were murdered; and Capt. Downes, who was at Lima, was under the necessity of applying to the Viceroy to get an escort of 500 men to conduct him on board his ship, the inhabitants being so incensed at the reported assistance granted to the Spaniards by the Americans.

Church-yard robbery.—It is stated in the Burlington (Vermont) Sentinel of the 23d ult. that while sending the burial of a Mrs. Richard, a part of the graves of Arunah A. Parker, who had been buried in the same yard a few days previous, were found by some of his sisters a short distance from the place of interment. This circumstance awakened suspicion, and the grave was immediately opened, in presence of a large number of persons, when it was found to have been robbed. The distress of the sons, brothers and sisters is betwixt conceived that expressed. The body was found next morning in the office of Doctor Hall of St. Albans, conveyed to the parents and interred. Doctor Hall, and young Mrs. Fairchilds, Brayton, and they were arrested in behalf of the State for their appearance before the supreme court. It is sincerely to be hoped that the strong measures the law will allow may be resorted to for this most villainous and inhuman conduct.

Thomas H. Hall, Reg. Will, A. A. County.

Notice is hereby Given, that the subscriber of Anne Arundel County, testaments on the personal of Andrew Harman, late of Anne Arundel County, deceased. All having claims against the said and are hereby warned to exhibit the same with the vouchers thereunto, at or before the 10th day of December next, they shall be excluded from the said estate. Given under my hand and seal this 13th day of February, 1821.

J. J. Marman, Exr.

ST PUBLISHED
for sale at the Stores of G. Richard Ridgely and Willis.

A LETTER
TO A FRIEND ON THE
Abstract of Unitarian Belief.

Be-Arundel County Court, application to me, the undersigned, chief judge of the third circuit of the state of Maryland, in writing, of James Marman, late of Anne Arundel County, testaments on the personal of Andrew Harman, late of Anne Arundel County, deceased. All having claims against the said and are hereby warned to exhibit the same with the vouchers thereunto, at or before the 10th day of December next, they shall be excluded from the said estate. Given under my hand and seal this 13th day of February, 1821.

William S. Green, C.

Beer, wine, and spirits became scarce; the beef was destroyed, but the wine and spirits were tolerably good when thawed.

The ship's timbers were of the temperature of the surrounding element, and wherever the iron bolts and fastenings ran through, they became studded with rosettes of transparent ice. The most comfortable sleep was obtained by converting the blankets into large bags drawn at the mouth. Into these the slumberer crept, and some comrade, who kept the watch, closed him by pulling the strings.

The visit of the bear, was a grand event. He came smelling up to the Hecla, where Captain Parry got out his gunsmen to dispatch him. Owing to some misconception of their directions they fired in platoon, and only wounded the shaggy monster, who retired growling and bloody. But the sport consisted in the general chase given by the crews of both vessels, who ran after him two or three miles, till he secured himself by crossing some ice. This chase was famous fun for our jolly tars, and enlivened their spirits when below zero.

We omitted the notice of one very material fact in our last; a fact, which may be considered the most important of any ascertained, in so far as relates to the prosecution of future inquiries in these seas.—Throughout the year, the wind blows almost constantly, either from the North, or from the Northern points of the compass, and as soon as the sun begins to produce an effect, a radiation of heat from the land ensues, which by the height of summer, July and August, becomes very powerful and active. The result of these two operations of nature, is the loosening and release of the ice on the Northern coasts, and its consequent driving towards the South. Thus, instead of the southern sides of bays, straits, and seas, where navigators would plausibly look for channels of open water (under the supposition that they would be most likely to be found in the milder latitude), it actually happens, that the openings exist on the northern sides, where the radiation of heat, aided by the prevailing north winds, detaches the frozen mass from the shore, and blowing it off, leaves a passage between the ice and the land. On their return up Lancaster's Sound, the expedition reaped the benefit of this discovery, sailing on the north side while the south was completely blocked up.

Vessels hereafter sent to explore the Arctic regions will, of course, be guided with reference to this principle; and thus, we doubt not, be enabled to reach more distant points, if not to achieve the famed North West passage. It has been suggested, that as Cook could not enter Behring's Straits, no other navigators could issue thence; and therefore, that though the Polar Sea was attained from Baffin's Bay, that sea must be the utmost voyage. For the above reasons, we are inclined to question this theory, and especially as Hearne & Mackenzie both speak of open seas on the northern coast of America, to which, supposing the Prince Regent's Inlet of Parry to lead, there will then be no impediment to a passage into the Pacific except in Behring's Straits themselves; and we see no reason for thinking that these, following the same rules as Lancaster's Sound, may not be as practicable as that Sound has been ascertained to be, though till now held to be impossible.

We have not many other particulars to state. Captain Parry, when out from the ships for three weeks, went entirely across Melville Island, and beheld the sea on the other side. It is evident, that the icy ocean here contains a mighty archipelago of islands, of which Greenland is probably the greatest. When travelling on land, our gallant countrymen hunted, and rested in tents like those of hucksters at a village fair. They were formed of boarding-pikes, &c. and covered with sails and blankets. Some times they tried to eat the produce of their gun; but the foxes were very disgusting, and the musk-ox resembled the toughest beef stewed in a musk sauce. The cause of the foxes being so much more distasteful than we have been told they are about Spitzbergen, is, we presume

the want of that abundance of food from the seal, moss, &c. which their species finds in the latter country.

During their perihelion, the Aurora Borealis was but once or twice slightly visible to the voyagers towards the North. Towards the South it was more vivid, but about the latitude of 60 deg. seems to be the seat of this phenomenon; and its appearance is not only much more brilliant from Newfoundland; but from the northern Scottish Isles, than from the Arctic Circle. Only one flash of lightning was observed by our sailors.

When the fine weather set in, several of the officers employed themselves in attempting to garden.—Forcing under mats, as well as growing in the free air, was tried. One succeeded in getting peas to shoot up eight or ten inches; and these green stalks were the only green peas they devoured as vegetables. Radishes got to the second leaf on the soil of Melville Island. Onions and leeks refused to grow. In the ships small sallad was produced for invalids; happily the scurvy never got the ascendancy.

Other officers were engaged in erecting monuments upon the heights, to commemorate the extraordinary circumstances of the expedition. Huge cairns, by these means, crown the most obvious hills, and remain the rude but proud monuments of British daring, with inscriptions to tell the date, and inclosing bottles, in which the principal events of the voyage are written and sealed up.

It was on their way home, when far down Davis's Straits, that Captain Parry fell in with two families of Esquimaux, of whose residence he was apprised by a whaler. He accordingly visited them, and they in turn visited the ships. They betrayed none of the terror which filled the tribe seen by Capt. Ross; but accepted the beads and knives presented to them with inconceivable joy. Indeed their raptures were so excessive, that it was with the utmost difficulty one of them could be made to sit still while his portrait was sketched. He was continually starting and jumping up shouting augh! augh! and playing off the most violent contortions of joy; which were participated by his comrades, when they witnessed the picture. Several of the officers accompanied Captain Parry to their huts, where they saw their women and children. The former, instructed by their husbands, who had learnt it from the sailors on their visit to the ships the day before, ran out and shook hands with the strangers. There was one pretty looking girl of twelve or thirteen years of age. The children were horribly frightened, and roared lustily in spite of beads and toys. The whole number of natives was about twenty.—They had probably seen or heard of Europeans before. No arms were observed among them; but one of the little boys had a miniature bow and arrow, which shewed their acquaintance with this weapon. The skins of the animals they had killed seemed to be pierced with arrows as well as spears.

Taking leave of them about the end of the first week in September, the expedition steered homeward. The ships were separated by a tempest, and the Griper waited seven days for the Hecla at the rendezvous in Shetland; but the latter suffered so much damage, as to be compelled to steer directly for Leith. They are now both at Deptford.

Extract of a letter to the Editors of the N. York Columbian, dated at Arkansas, Dec. 29, 1820.

"The Osages and Cherokees have just commenced hostilities. The Osages, a short time since, made an attack on a party of Cherokee hunters, killed two, wounded some others, and took all their horses, &c. This took place at the Oporto, and not far from the garrison. I understand the Governor (who was then in that country, where he had been since the 1st of Nov.) told the Cherokees to protect themselves.—This is what they have been wanting for some time. I am told that the Shawanees and Delawares (now on their way from Indiana, to settle in this country) will join the Cherokees. It is very probable the Osages will be completely driven

off. It is the intention of the Cherokees to possess their country, if possible, and I have no doubt they will effect their object. The Missionaries to the Osage nation started from Little Rock on the 12th inst. but hearing of the hostilities between the Osages and Cherokees, have stopped again; they are now waiting for the Governor to come down, to get his advice how to proceed. It is probable, I think, that they will not effect their object, as the Osage will either be driven off or subdued, before they arrive. It would be rashness for them to proceed at present.

If the Choctaw Treaty is ratified, this country will be completely put down—it cedes the best part of the territory. The land which is to be given to the Choctaws, extends from about 150 miles above this place, back to the Rocky Mountains."

Hatton Garden.—Yesterday Patrick O'Shaughnessy, an Irishman, was brought up in the custody of a constable, charged by a linen-draper in St. John's-street, with assaulting him, and creating a riot in his shop, which caused an immense crowd to assemble before his door. It appeared that O'Shaughnessy was passing by the complainant's shop, and seeing a bill on the window with the words "Blankets at half price," written on it, he went in, and after looking over some blankets, he picked up one and on asking what the price of it was, he was informed it was five shillings; he ordered it to be cut off, which was done; it was then papered, he took it up, and laying down a half crown, he was walking off with it, when he was stopped by the persons in the shop, until he paid the other half crown. O'Shaughnessy refused to pay any more, alleging, that from the statement on the bill in the window, he had no right to pay more than half-price for it, which he did, for on being told the price was five shillings, he immediately paid down 2s 6d, which was the half price, and he insisted on taking away the blanket; a scuffle ensued, and a number of persons collected round the door; at length a constable was sent for, and Mr. O'Shaughnessy was given in charge.

Mr. O'Shaughnessy complained, in return of the ill-treatment he received of the complainant, for he considered five shillings to be the full price of the blanket, which on inquiring the price, he was told it was, and the bill in the window stated they were sold at half price, which he paid without any demur, and demanding more was an imposition.

The complainant stated, that in fact, what he demanded was no more than half price. A long argument took place, which was highly entertaining to all present.

At length the Magistrate interfered, and advised both parties, as neither had suffered loss, to rest satisfied, and each to take his own.

Both consented; Mr. O'Shaughnessy took back his half-crown, and the linen-draper took back his blanket, and so the case ended, after causing considerable merriment.

London Paper.

From the Saratoga Centinel.

Curious Fact.—The following fact, which occurred in Greenfield, in this county, last Friday, may be deemed worthy of notice, and as such I send it to you for publicity. Having occasion to cut some timber, I commenced felling a pine tree, which was more than three feet in diameter at the place I selected for cutting. After penetrating with three inches of the heart or center of the tree, a pine chip, of a dark complexion, having three pretty deep cuts thereon, and entirely detached from the rest part of the tree was discovered. On counting the yearly grains of the tree, it appeared there were 153, which were perfectly distinct outside of the chip, besides three or four which were not perfectly plain, owing to the decay of the tree.—These added to 34 years, (the time which has elapsed since the tree was girdled, according to the recollection of inhabitants, who resided here at that time,) make it 190 years since the chip was thus deposited! The incisions in the chip were doubtless

made by a tomahawk when the tree was quite small. But I leave it to the curious to make further comments.

JOSIAH SCOFIED, Jun.

From a London Paper of Jan. 17. Loss of the Abeona Transport. It is with the most poignant regret we have to communicate the melancholy fate of the Abeona transport of 328 tons, under the charge of Lieut. Mudge, of the Royal Navy, which sailed from Greenock, in October last, with settlers for the Cape of Good Hope.

On the 25th Nov. about noon, in lat. 4 deg. 30 min. N. and long. 25 deg. 31 min. W. the Abeona unfortunately caught fire, and was burnt, under circumstances of the most awful and distressing nature. Out of a crew of 21 persons, and 140 emigrants, men, women, and children, making a total of 161 persons, only 49 are saved. These are happily all safely landed at Lisbon; and have subsequently sailed in the Royal Charlotte, merchant brig, for Greenock, except ten orphan boys, whom the gentlemen of the British Factory, at Lisbon, have taken under their kind protection.

The fire broke out in the after store room, whilst the chief mate was occupied in some necessary business there; and such was the awful progress of the flames, that only three small boats could be got overboard, before the flames consumed the tackles, &c. necessary for hoisting out the long-boat.

In these three small boats, 49 persons were received on board, with so scanty a supply of provisions, that the consequences must have been equally dreadful with the untimely fate of those left on board, had not a Portuguese ship from Bahia, bound to Lisbon, most providentially fallen in with them at daylight next morning, and received them on board, in which they were safely and hospitably conveyed to Lisbon, after cruising about the fatal spot till noon, in hopes of discovering some of the miserable sufferers who might have clung to parts of the wreck, but without success.

Of a crew consisting of 21 persons, 14 are saved, including Lieut. Mudge, the agent; Mr. Fisher, the surgeon; the master of the ship, and the second mate, the first mate, in the most feeling manner, refusing to go into the boats, saying, that he would abide the fate of those left on board. Of the emigrants, (chiefly natives of Scotland,) consisting in all of 71 men, 24 women, 55 boys, and 30 girls, only 10 men, 3 women, 16 boys, and 6 girls, are saved.

New Convent.—The Augusta (Geo.) Herald, states that in consequence of the "energetic discouragements" of the Roman Catholic Bishop in that place, a new convent is about to be established there, and that "young men and women from all parts of the Union are candidates for this desirable state of celibacy."

From the Boston Daily Advertiser.

Increase of Population.—Some of our readers will probably be surprised at the information that the town of Boston has increased within the last ten years by a larger ratio than either New-York, or Philadelphia. The increase of Boston has been 32 per cent—that of New-York 28 1-3 per cent—that of Philadelphia city and county 20 per cent—of the city 18 per cent. The increase of Baltimore has been 34 1/2 per cent—that of the state of Maryland 6 2-3 per cent.

Norfolk, March 5.

SHIPWRECK.

The Mary and Elizabeth, Capt. Baker, sailed from Boston for Alexandria on the 18th of February—and on the night of the 27th of that month, she went ashore on Cape Henry. The weather being thick, the Capt. was very much deceived in the distance of the Light, and being too near in when abreast thereof, the schooner struck. Every exertion was made to get her off, but in vain—the swell impelled her on in spite of all efforts. She was kept free, by pumping, until 4 A.M. when the leak increased very rapidly, and the Lime she had in tank fire, and obliged the crew to abandon her.—No lives were lost, but most of the property was destroyed.