

From the Philadelphia Gazette
CHEESAPEAKE AND DELAWARE CANAL
The following address and resolution are to be submitted to the meeting to be held this evening at Judd's Hotel. They are now published in order to afford the citizens who may choose to attend a fair opportunity of previously considering, and being prepared to decide upon their contents:
TO THE CITIZENS OF PHILADELPHIA.
Friends and Fellow Citizens,
We submit to your most serious reflection a subject of more importance, to your vital interests, to the prosperity of our capital, and to the general welfare of this city, than has been under consideration for years, which, we regret to state, has not hitherto attracted that degree of attention, which it ought to command. We mean the completion of the Chesapeake and Delaware Canal, which, for sixty years past, has been at various times presented to the public eye, by a most extraordinary and unaccountable fatality, has hitherto mocked the sanguine hopes and anxious expectations of our public spirited citizens, and remains a reflection either on our want of good sense to discern, or of public spirit to promote, our true interests.

The unfortunate result we should readily reconcile ourselves, were the difficulties of the undertaking insuperable, or the expense so great as to be beyond our ordinary resources. In that case, such an issue as has taken place, would be perfectly natural. But when we consider the immense disparity between the sum required for, and the boundless advantages that would accrue from, the completion of this object—and further, when we reflect on the wealth, the great resources, and the increasing population of our capital, we are truly humbled and mortified that such a magnificent undertaking, so easy of accomplishment, should have so long lingered in the execution—that so little progress has been made in it—and that even now, without some extraordinary exertions, its completion seems almost as remote as it appeared twenty years ago.

CHESAPEAKE & DELAWARE CANAL
The following is the plan of subscription for shares in the Chesapeake and Delaware Canal Company, agreed upon by the committee appointed at Judd's Hotel:
We the subscribers do each of us promise and agree to take the number of shares, at 200 dollars each, in the stock of the Chesapeake and Delaware Canal Company, set opposite our respective names on the following terms:
Twenty dollars on each, to be paid as soon as fifteen hundred shares shall be subscribed, and notice thereof given in three of the newspapers of the city of Philadelphia, and the residue of the said sum to be paid in twelve quarterly instalments of fifteen dollars each, from the date of such notice—and we do authorize and empower Samuel Spackman, Caleb Newbold, John Cary, J. K. Kane, Richard Peters, Mathew Carr, J. K. Kane, Richard Peters, or any one of them, to subscribe for the shares set opposite our names on the Subscription Books of the Chesapeake and Delaware Canal Company, on the above terms.
[Ph. Gaz.]

New York, April 18.
FROM BERMUDEA.
By the British Packet, Silbury, arrived yesterday for 10 days from Bermuda, we have received our files on the 5th of April inclusive. The following paragraph is taken from the Gazette, of March 29.
PORTO RICO, CUBA, &c.
THE POSSESSION OF THE BRITISH.
From the best information we have on the subject, it would appear certain that the formidable Squadron under command of Commodore Sir Edward Owen, K. C. B. consisting of the Gloucester, 74, frigates Forte, and Phoenix, sloops Valorous, Eden, and Bellette, schooner Pioneers, &c. had taken possession of the island of Porto Rico; and it was believed also that Porto Cabello, the only place in Caracas not remaining to the Royalists, were likewise placed under protection of the British flag. The island of Cuba was understood to be their next destination; and we think there is a strong probability that that important piece is ere this in the safe keeping of Great Britain, at least "for the time being."

THE NUMBER OF PIRACIES.
The editor of the Philadelphia United States Gazette, has had the patience to keep a journal of the piracies committed since the cessation of hostilities between the American government and Great Britain, in 1815. The dark and bloody catalogue, contains three thousand and seven!!!
CUBA.
We understand, from a respectable source in Cuba, that news had been received there from Jamaica, on which great reliance was placed, announcing that the former island was immedately to be taken possession of by the British squadron, under the command of Commodore Owen—N. Y. Am.
ANOTHER CANAL
The New York papers contain the outline of a bill which is now before the legislature of that state, entitled, "An act to incorporate the President, Managers, and Company of the Delaware and Hudson Canal Company." The preamble sets forth the importance of having a channel opened, through which the city of New York, and other parts of that state, may receive a supply of stone coal, which is found in the interior of the state of Pennsylvania; that here is a large body of this valuable article, belonging to Maurice Wurts, of Pennsylvania, situated near the head waters of the river Lackawanna, which empties into the river Delaware, opposite the county of Sullivan; and the legislature of that state has recently passed an act, authorising the above named individual to improve the navigation of the said river; that it is represented, that a water communication can be formed between the rivers Delaware and Hudson, through the counties of Orange, Sullivan, and Ulster, or some one or more of them, so that a supply of this coal may be had from the sources aforesaid; and that a number of the citizens of the state of New York have petitioned the legislature to incorporate a company for the purpose of making such a communication between the said rivers. Balt. Amer.

THE SEASON.
On the night of the 13th instant, there was a white frost in this neighbourhood. Since then, the weather has become milder, and during the past week, tepid showers, followed by a bright sun, have softened the air, and adorned nature in her gayest robe. The fields and trees unite in showing forth the goodness and greatness of the Creator of the Universe, and inspire with new life the delighted and admiring beholder. Well might the author of that beautiful poem "The Seasons," say,
Chief, lovely Spring, in thee, and thy soft scenes,
The smiling God is seen, while water, earth
And air, attest his bounty.
For the Maryland Gazette.
CHEESAPEAKE AND DELAWARE CANAL.
MR. GREEN.
I think the spirit and zeal with which the citizens of Pennsylvania have renewed their exertions to open the canal so long had in contemplation between the Chesapeake and Delaware, shew they are in earnest and deserve ultimate success to the undertaking. That numerous and incalculable advantages to this state, would be the result of its completion, and particularly to the Eastern Shore of it, as well as to the great emporium of Pennsylvania herself, there can exist not the slightest doubt. A new market would be offered to the products of our country, and merchandise of the description of that now brought hither from Philadelphia at extravagant rates, would be introduced amongst our citizens on terms which would enable the importer to dispose of it much more to the advantage of the consumer than he can do at this time.
That the opening of the proposed canal should have so long remained unaccomplished, when the distance which it is to extend is only fourteen miles, and the sum of money requisite for the purpose only seven hundred thousand dollars, is really a matter of astonishment and regret, and calculated to create a belief abroad, that Maryland and Pennsylvania have been sadly deficient in both intelligence and enterprise.
To account for the omission of these two states, in not having long since performed this desirable work, which it is reckoned could be completed in three years, is a task more difficult than can at first be imagined. Some have been disposed to ascribe the neglect to that jealousy which always exists between great commercial cities; and others to mere stupid perverseness—some having withheld their countenance from the undertaking, because the direction proposed to be given the canal, did not immediately correspond with their wishes—it may have been their interests. That objections growing out of these causes, led to a limited degree, militate against the undertaking, and damp the ardour of its friends, there is every reason to believe; yet that these are the only reasons why the canal has not been opened, many are unwilling to admit. Another, and most reasonable, some believe, is the unexamined trade which the United States carried on with foreign nations, for the twenty years preceding the commencement of our late war with Great Britain. That trade, which was brought about by the political convulsions and wars that distracted Europe; where agriculture was necessarily neglected, kept up a constant demand from the shippers in our own ports for produce of every kind, and gave ample employment to their capital. The farmers and planters of this country, therefore, had but little to do, except to make their crops; as convenient home markets and good prices could be found for them almost at any moment. As regarded the shippers, they could always find good markets abroad. Both these classes were then prosperous and satisfied, though their prosperity was bottomed upon the contingency of a continuance of the European wars. They had no time, and indeed, there was then no necessity for them, to turn their attention to canals. This foreign trade was sufficient to keep them busy. These latter reasons are the most plausible; for it is scarcely to be believed, that men of reflection would indulge jealousy or obstinacy to such a degree as to prevent an improvement considered pregnant with advantages to the community at large.
The state of things is now changed. The wars which agitated Europe have ceased; foreign trade is retrenched; and consequently our home markets have declined. These circumstances compel the shipper and cultivator of the soil to look about them. The merchant wants new avenues thro' which he can be able to dispose of his goods, and at a better price, than through which he can, at light cost, transport his surplus produce to market. No better expedient could present itself to their minds to effect these ends, than that of facilitating the intercourse between rich districts of country and commercial towns by water communications; and no one will say, that a more suitable time than the present, for those persons thus to employ their capital to their own, and their fellow citizens' advantage, can be expected. Considering all this, the probability of the waters of the Chesapeake and Delaware being speedily connected by a canal daily approaches near to certainty.
An Eastern Shoreman.
Bay Side, April 22.
Chesapeake & Delaware Canal.
The subscription for the important undertaking proceeded with a degree of success equal to the most sanguine expectations. The amount subscribed within the last eight or nine days is above 80,000 dollars. Yesterday the Schuylkill Bank subscribed 10,000 dollars, and the Philadelphia Contributionship for the insurance of houses from fire 5,000. [Phil. True Amer.]
FURTHER.
The Philadelphia Gazette of Friday says, "The subscriptions up to Saturday amounted to 110,000 dollars, and that the Delaware Insurance Company had subscribed 100,000 additional."

KENTUCKY BANK.
The Bank of Kentucky, and branches, (says the Lexington Advertiser) has again suspended specie payments.