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WEEKLY ALMANAC.

Table with columns for Day, Sun, Mon, Tues, Wed, Thurs, Fri, Sat. Rows for 15 Thursday to 21 Wednesday.

BALTIMORE PRICES CURRENT.

Corrected Weekly.—From the American Farmer.

Flour, best white wheat, \$8—H'd st. Superfine \$7 1/2—fine do. \$7 5/8—Wharf do. 7 1/2 to 7 1/2 1/2—Wheat, white \$1 55 to 1 60—Corn 60 to 63 cents—Country Oats, 50 to 55 cents—Beef, 8 cents per pound—Live cattle, \$6 to \$6 50 per cwt.—Bacon, round, 8 to 9 cents—Pork \$1 50 to 1 55 per cwt.—6 to 8 cents per lb.—Mutton, 5 to 6 cts per lb.—Beans \$1 37 1/2 to 1 50—Peas, black eyed, 65 to 60 cts—Red Clover seed, \$3—Timothy seed \$4 50—Flax Seed 75 to 80 cts—Whiskey, from the waggon, 32 to 35 cents per gal.—Apple brandy, 30 to 32 cts.—Peach do. 16 to 20 cents—Shad, none in market—Herrings, No 1, \$2 50 per bh.—No 2, \$2 25—Fine salt 80 to 90 cts. per bush. Course, do. 75.

Maryland Tobacco—Same as last report. Three hhds. raised by Col. C. S. Ridgely, sold, one at \$30—one at \$32—and one at \$1 50—two hhds from Pennsylvania, Westmoreland county, sold at \$14 50.

GROCERIES.

HOHNE, HOLLAND & Co.

At the store formerly occupied by Messrs. George & John Barber, at the head of the dock, and near the Market house, will sell Groceries for CASH, of the best quality, at the prices annexed, &c.

Liquors.

- Cognac Brandy, per gallon, \$2 00
Old Accomac Peach do. 1 00
Holland Gin. 1 25
American do. 0 75
Jamaica Spirit, 1 50
Old Rye Whiskey, 0 75
Common do. 0 40
N. E. Rum, 0 50

SUGARS.

- Refined Sugar, per lb. 0 18
Lump do. 0 16
Best brown do. 0 12 1/2
Second quality do. 0 10

TEAS.

- Hyson, at 1 25
Young Hyson, 1 12 1/2
Hyson Skin, 0 75
Souchong, 0 70

COFFEES.

- Best Coffee, 0 31 1/4
Second quality do. 0 28

CANDLES & SOAP.

- Sperm Candles, 0 10
Mould do. 0 20
Dipt do. 0 16
White Soap, 0 22
Brown do. 0 10

They have also for sale, Molasses, Chocolate, Havana Cigars, Chewing and Smoking Tobacco, Snuff, Sallad Oil, Buck Wheat and Wheat Flour, Cheese, Lard, Bacon, Pork, Mackerel, Herrings, Allum, Ground Allum and Fine Salt, Raisins, Almonds, Crackers, Mace, Allspice, Cinnamon, Nutmegs, Gloves, Ginger, Salt Petre, Pepper, Fig Blue, London and American Mustard, Starch, Barley, Rice, Powder, Shot, &c.

OIL & PAINTS.

H. H. & Co will receive COUNTRY PRODUCE, such as Corn, Oats, Meal, &c. in exchange for Groceries, April 10.

To the Voters

OF ANNE-ARUNDEL COUNTY. Fellow-Citizens, I offer to you my services to represent you in the next General Assembly of Maryland, and pledge myself if elected to support all honourable republican measures.

Benj. Gaither, late Sheriff of A. A. County. May 1. 3



The Steam Boat MARYLAND,

Commenced her regular routes on Saturday the 8th of March, at 8 o'clock A. M. from Commerce street wharf for Annapolis and Easton, leaving Annapolis at half past 12 o'clock for Easton, and on Sunday the 9th, will leave Easton, by way of Todd's Point, the same hour, for Annapolis and Baltimore, leaving Annapolis at half past 2 o'clock, and continue to leave the above places as follows:—Commerce street wharf, Baltimore, on Wednesdays and Saturdays, and Easton on Sundays and Thursdays at 8 o'clock, till the first of November, and then leave the above places one hour sooner, so as to arrive before dark. Persons wishing to go from Easton to Oxford can be landed for fifty cents each, the same from Oxford to Easton. Passengers wishing to proceed to Philadelphia will be put on board the Union Line of steam-boats in the Patapsco river, and arrive there by 9 o'clock the next morning.

The Maryland commenced her route from Baltimore to Queen's-town & Chester town, on Monday, the 10th day of March, leaving Commerce street wharf at 9 o'clock every Monday, and Chester town every Tuesday at the same hour for Queen's-town & Baltimore during the season—Horses and carriages will be taken on board from either of the above places—All baggage at the risk of the owners. All persons expecting small packages, or other freight, will send for them when the boat arrives, pay freight and take them away. CLEMENT VICKARS. March 13

DECISIONS OF THE COURT OF APPEALS OF MARYLAND.

Shaw & Gambrill, ANNAPOLIS.

Propose to Publish by Subscription, THE DECISIONS OF THE COURT OF APPEALS OF MARYLAND, To be Reported by Thomas Harris, Esquire, Clerk of the Court of Appeals, and Reverdy Johnson, Esquire, Attorney at Law.

These Decisions will form a continuation of the first volume of Reports already published by Messrs Harris and Johnson, which closes with the year 1805. It is proposed to publish the Decisions in a Series of Numbers, each to contain not less than one hundred and twenty five pages, and four numbers to constitute a volume. The last number of each volume will contain a full and complete Index. This mode of publication, it is conceived, possesses advantages which give it a decided preference to that of publishing the Reports in bulky volumes. It ensures the earlier publication of the Reports, and as not more than four numbers will be published in a year, the expense will not be so sensibly felt.

The price of each number of the Reports will be \$1 25, payable on delivery. Subscriptions to the above Work are received at Shaw & Gambrill's Store, the Maryland Gazette Office, and the respective Offices of the Clerks of this state.

By the Corporation of Annapolis,

Ordered, That the Corporation will meet on the third Monday in May next, and sit for three days, for the purpose of making transfers of property on the assessment books of said Corporation.

All persons interested are requested to attend in person or by solicitor, By order, JOHN BREWER, CLK. April 17.

SALE.

By virtue of a writ of venditioni exponas, from the Court of Appeals, and to me directed, will be exposed to public sale, on Saturday the 24th day of May inst. on the premises, One Negro Man named Tom, one other named Daniel, one Boy named Nace, one do named Dick, one do named Abraham, one do named Madison, one Negro Woman named Sall, one negro Girl named Bett, one do named Nell, and one do named Mary.—Seized and taken as the property of Augustine Gambrill, and will be sold to satisfy a debt due Richard Mackubin. Sale to commence at 12 o'clock, for cash.

Benj. Gaither, late Sheriff of A. A. County. May 1. 3

MISCELLANEOUS

From the Eagle. THERE is a spell that binds my heart Within a melancholy mood, Nor time can tear its folds apart, Nor mirth beguile its solitude.

It is the spell of faded hours, When young affection's buds were new, And hope illum'd the rosy hours With a serene and smiling hue. When o'er the fairy march of life, Hope's golden banner was unfurl'd, And way'd 'mid unshaken strife— And wint'ry tempests of the world.

When not a shade of sorrow swept Along life's fair unruddied sea, And all my soul enraptured slept In Love's delightful witchery. It was—it was a dream of Heaven! In all the rainbow's glory dress'd— And lovely as the gem of even That sparkles on the dark blue west. My blossoms withered on the stem! 'Tis vain—'tis idle to repine; 'Tis vain the lonely requiem, For that lost paradise of mine. But yet this heaviness of grief Clings like the ivy round my soul, Nor can my spirit find relief To break its bonds of fierce control. Oh! still on mem'ry's mirror crowd The phantom forms of grief and pain— My heart is gath'ring in a shroud, And cannot glow with joy again. FLORIAN.

Chloe, at church, with looks devout, Was overheard to say— "My morning glass is almost out— "An Husband, Lord, I pray!"

A drollish spark, who by her sat, Determin'd for a joke, Criz'd out with some effeminate, As tho' an angel spoke— "Chloe, thou shalt not die a maid; "Thou hast neglected her." "Thank you, good spirit," Chloe said, And loudly cry'd, "Amen."

PROVIDENTIAL ESCAPE.

Among the scenes of terror of which Smyrna has been at different times the theatre since the commencement of the Greek insurrection, the following affecting circumstances occurred: While the murderers were forcing in the doors of houses with their Caribine a poor Catholic family in the neighbourhood of these massacres, was in a desperate situation. False security had hitherto made them neglect the necessary precautions: The father did not perceive his error till his house door was pierced through by a shower of musket balls. The only means that remained to save his wife and numerous family from inevitable destruction, was to escape over the roofs of the houses. The moments were precious for the ascent, the father, taking his youngest son in his arms, he climbed from his own to the next roof, followed by his trembling wife with an infant at her breast, and after his four daughters. But this flight was soon interrupted by a cross street. They already heard, on the neighbouring terraces, the furious cries of their pursuers; it was necessary to venture the dangerous passage over the street. The father, inspired with new strength, pulled a plank from the adjoining house, and laid it across the street; so that it rested on the two opposite roofs, and offered a narrow, insecure bridge to this unfortunate family. But the imminent danger of falling was not the only one that threatened them; the street they had to cross was that in which the shot, the cause of the tumult, had been fired. It was full of furious Turks, whose continued firing alarmed them. But they had no time to consider. At last one of the daughters ventured on the narrow board; but at her first step a hundred muskets were discharged at her. However, she reached the opposite roof without injury; and her sister, who followed, was equally fortunate. Meanwhile the rest of the family were discovered by furious Turks on the neighbouring roofs, and a shower of balls from that side alarmed the unhappy fugitives. Urged by alarms from all quarters they all crowded at once on the frail bridge which at first they hardly thought would support one person. All the shots were now directed to the same point and pierced in many places the board beneath them. At Providence covered with his agonies this unhappy family; not one was wounded, all reached the opposite roof and thence the residence of an European family; where the father, exhausted by exertion, and mental agitation, as soon as he found himself in safety, fainted away.

FOR-DYING GREEN.

Take a quantity of hickory bark shaved fine, boil it well over the fire so as to get the strength out, then add 1-4 lb. allum to it; take 1-2 oz. of Spanish indigo made fine, 4 oz. of the oil vitrol; put them in a strong black bottle, set it in a pot of old water over the fire, let it boil for two hours without stopping the bottle, then take it out of the pot and let cool by degrees, then add it to the hickory liquor which is sufficient to dye five pounds of yarn a good colour.

LONG ISLAND PIPPINS.

We are informed that Mr. Henry Mitchell, of Flushing, Queen's county, gathered last fall from one tree, eight barrels of apples, six barrels of which were sent to Liverpool by one of the line of packets as an adventure. The captain was requested to return him the proceeds, in British sovereigns, thirty of which, amounting to \$133 33, were lately paid over to Mr. Mitchell, exclusive of freight and commissions! Such is the celebrity of Long Island Pippins throughout the world, and so important is the cultivation of good fruit. N. Y. paper.

THE POTOMAC CANAL. NO. I.

To the editors of the National Intelligencer. The growth and improvement of the City of Washington have not been equal to the expectations of the Nation, and its tardy progress to importance is a subject of considerable mortification to its friends. It is beautifully and advantageously situated next the highest point of tide water navigation, affording facilities of communication with the upper country, and great western waters, superior to any other situation in the United States; and, notwithstanding those advantages, some parts of the city remain stationary at least. These observations apply themselves, it is true, more strongly to what we call Capitol Hill, than the rest of the city. This favourite spot, recommended by its beautiful and elevated situation, has been selected, and on which has been erected the public buildings for the accommodation of the National Legislature. No pains have been spared, nor money withheld, that was thought necessary to ornament and adorn, as well as to render convenient and comfortable, the public edifices and grounds adjoining. But, the Architects plans and executes in vain. Turn but your eyes from this favourite spot, and nothing less active or commensurate improvement presents itself. The great and peculiar advantages of situation which the City of Washington possesses, afford the means of prosperity and greatness, if these advantages are improved by enterprise. This I shall be able to shew in the course of the remarks which I ask leave to offer.

What forbids this place becoming a commercial and manufacturing city? The same means employed here that have been employed in a thousand other places, with very inferior natural advantages, will produce the same or greater results. Washington is more than 200 miles nearer the navigation of the Ohio river than Philadelphia; and, in this respect, has greatly the advantage of Baltimore. The tides of the Potomac river wait the treasures of the world into the store houses on its banks; and its current above the tide has cut its way thro' rocks and mountains, presenting an inclined plane on which it glides for 240 miles. From the tide water in the Potomac, it is 158 miles by water to Cumberland; from that place to Brownsville, on the Monongahela river, there is now completed by the United States a free turnpike road of the most superior construction; from Brownsville to Pittsburgh by water is about 60 miles; the stream is large and gentle, with out rocks, shoals, or a single island. Thirty thousand dollars have been appropriated by the state of Pennsylvania to improve its navigation, and 15,000 dollars to improve the navigation of the river Ohio below Pittsburg, about 40 miles to the Virginia line. This money well applied, it is believed, will provide a steam boat navigation at all times to Brownsville; and from that place it is 72 miles by the turnpike to Cumberland on the Potomac.

Thus we find, from the city, it is 260 miles to the Monongahela river; 72 miles to Pittsburgh by water; and 158 miles of water communication by the Potomac river, to connect the national metropolis with the great western waters. These general views being taken, we are enabled to appreciate the local situation of the city; and it will be seen, by comparison, that no situation in the Union can be selected combining equal advantages. But, to enjoy those benefits, and secure those advantages, in their full extent, a canal, or slack water navigation, must be made from the tide water in the Potomac to Cumberland, at the foot of the mountain. This done, and the citizens of Washington would feel no alarm for themselves, if the seat of government should be removed the next day; it would not check their growth nor retard their progress to future greatness. The practicability of this improvement, and the probable expense necessary to be incurred in its completion. It is truly an unfortunate circumstance, that so many abortive attempts have been made in different parts of the United States in the construction of canals, and so much money misapplied by dishonest or unskilful undertakers. In consequence of these blunders, the confidence of our citizens seems to be much impaired, and the construction of a canal considered a visionary project. But the fact is, the well known difficulties of inquiry is the practicability of this improvement, and the probable expense necessary to be incurred in its completion. It is truly an unfortunate circumstance, that so many abortive attempts have been made in different parts of the United States in the construction of canals, and so much money misapplied by dishonest or unskilful undertakers. In consequence of these blunders, the confidence of our citizens seems to be much impaired, and the construction of a canal considered a visionary project. But the fact is, the well known difficulties of inquiry is the practicability of this improvement, and the probable expense necessary to be incurred in its completion.

Of the precise sum for which the Potomac canal could be made per mile, it is not possible, without a survey of the route, to determine. The estimates for the New York canal were about 13,000 dollars per mile; but, from what has already been completed, it is found that the estimate was considerably too high, and the work has been done for a less sum; and, by comparing the price per mile of this work, with former estimates, and the expense of other canals, the writer feels justified in stating his belief that 12,500 dollars per mile would be a high estimate for the completion of the Potomac navigation. Should the accuracy of this estimate, or those that follow, be doubted, individuals are invited to make and present their own.

It is proposed to make the canal 38 feet wide on the surface water line, and 25 feet at the bottom, and four feet deep. Those, particularly, who are acquainted with digging mill races, and their cost, will be enabled to estimate the cost of this canal.

This estimate is high—a canal or mill race at the Little Falls, and through ground equally difficult with any part of the route calculated according to its dimension, cost less. Information upon this point, obtained from the owner. Since which, there is a deduction of at least 33 1-3 per cent. in the price of labour.

bled to estimate the expense of such an undertaking; and, it will be recollected, that the route of the proposed canal will follow the river Potomac in its course, and occupy its bottoms, which, being alluvial earth, is easily removed; with the spade without the labour of digging; and it is stated by those best acquainted with the nature of the ground on this stream that not more than one eighth part of the distance will present a broken or rocky surface; and, if this be the fact, the above estimate will be found much too high. But, we will pursue the subject on the estimate of 12,500 dollars per mile, which includes the expense of the locks, at 1,000 dollars per foot, for each foot that Cumberland is found elevated above the level of the tide. The length of the canal is 188 miles, which, multiplied by 12,500 dollars, gives 2,350,000 dollars.—But, for the sake of greater certainty, let us add for contingencies, and to cover every possible error in the calculation, 150,000 dollars, making the round sum of two millions and a half of dollars for the entire expense of this great improvement. Having thus completed the work, let us now proceed to test its usefulness; and, as the above estimates are made on a scale of expense above what is believed the work will cost, as far below, with a determination on the part of the writer not to mislead himself nor the public.

Proposed sailing to the District of Columbia in the article of fuel by means of a canal.—If we expect in the city of Washington to promote commerce, to establish manufactures, and give encouragement to tradesmen of the different kinds to settle there, we must, as much as possible, diminish the expense of maintaining a family, and procuring the means of a comfortable subsistence; and the principal expense now encountered there is in the exorbitant price of fuel. A citizen of the district, the other day, put into my hands the following estimate. He supposes the number of families in the District of Columbia that buy their fuel are about 4,000; and that each of those families consume 25 cords of wood per annum, making 100,000 cords of wood. He also estimates the average cost of each cord, including hauling and sawing, at \$6 25 cents per cord; thus making the yearly expenditure for wood in the district amount to the enormous sum of \$625,000 dollars. The same person states, that from experiments made by himself, he has found that Richmond stone coal, at 37 1-2 cents per bushel, is as cheap as fuel as wood at the price stated, (6 dollars 25 cents per cord.) Thus we find that 17 bushels of coal is about equal to a cord of wood; and, if, instead of the 100,000 cords of wood consumed, we substitute its equivalent in coal, and multiply 100,000 by 17, we shall have 1,700,000 bushels, the quantity of coal to be consumed in the District of Columbia. It is evident that the price of the coal will must every day increase, and that in the proportion of the increased labour of bringing it to market, and this not being the case as it relates to coal, for new supplies not likely to be exhausted are every day discovered, and hence it is evident that coal must be substituted in the place of wood, and that to supply the present population of the district with that article, 1,700,000 bushels are found necessary; this quantity of coal, at 37 1-2 cents per bushel, would cost the district 637,500 dollars per annum, which sum, in all probability, is below the present actual expenditure.

In the neighbourhood of Cumberland, where the proposed canal will terminate, the supply of coal may be considered inexhaustible, and in quality it is found much superior to the Richmond coal. At the head of the canal, coal will cost eight cents per bushel. It can be brought to this city for 4 1-2 cents per bushel freight, and 2 1-2 toll, making the 15 cents per bushel above mentioned. To prove the truth of this fact take the following estimate: One man, a boy, and one horse, will transport one canal, and a boat of proper dimensions, 1200 bushels of the coal 20 miles per day; and, on the tenth day, it will arrive at Washington, in time to unload, it being 158 miles. The man, boy and horse, will be allowed for each day's service two dollars; allowing the man one dollar, the boy and horse fifty cents each. This, for ten days, will cost 20 dollars, and the same sum for returning, making 40 dollars. This will give us, retaining the fraction, 3 1/2 cents per bushel, to be added to the prime cost of the coal eight cents, and will raise it to 11 1/2 cents per bushel. 15 cents per bushel for toll, and the coal will cost at the city 14 cents per bushel, and no more, leaving one cent per bushel, for contingencies. Thus we find that this coal, on the canal can be transported to this place, and, after paying toll at the rate of 2 1/2 cents per bushel, can be sold for 15 cents. Thus saving on each bushel 2 1/2 cents, and on the whole quantity necessary for the consumption of the district, a clear annual saving of \$82,500 dollars. The cost of the canal, when completed, is estimated at 2,500,000 dollars; the interest of this sum, at six per cent per annum is 150,000. Take this sum from the annual saving in the district on the article of coal, that is, \$82,500 dollars, will leave of the sum saved 232,000 dollars, which should be added the amount paid in tolls, that is, 42,500 dollars, which constitutes a fund of 275,000 dollars, which, if applied, would extinguish the debt of \$2,500,000 in less than ten years. And all this is done by the annual savings in the District of Columbia alone, and that on the single article of fuel!

This is Mr. Gallatin's estimate, and is now considered too high. A moment's reflection will convince us that two dollars per day, for services on the canal, is better wages than five dollars per day for a wagoner, wagon, and a team of six horses. The first cost of the team, horses, and harness, will be near 1000 dollars; the boat and horse not more than 300 dollars. Here is a clear saving of 700 dollars, and the boat will last as long as the wagon and horses. In the boat is provided a comfortable cabin, and well supplied with provisions for board and horse, and being always at home, are subjected to little expense.

The opinion of a more intelligent gentleman, (one of the Commissioners) and