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WEEKLY ALMANAC.

Table with columns for dates (1823-June), Sun Rises, Sun Sets, and other astronomical data.

BALTIMORE PRICES CURRENT.

Flour, best white wheat, 48—H'd st. Superfine 77 1/2—fine do 75—Wharf do. 72 1/2—Wheat white, 41 60 to 1 64—Red do \$1 37 to 1 60—Rye 55 cts.—Corn 56 to 58 cents—Country Oats, 40 cents—Beef, 8 cents per pound—Live cattle, \$6 to \$6 50 per cwt—Dairy, round, 8 to 9 cents—Pork \$3 50 to 5 50 per cwt—6 to 8 cents per lb—Mutton, 5 to 6 cts per lb—Beans \$1 37 to 1 50—Peas, black eyed, 55 to 60 cts—H'd Clover seed \$6—Timothy seed \$6 50—Flax Seed 75 to 80 cts.—Whitkey, from the waggon, 32 to 35 cents, per gal.—Apple brandy, 30 to 35 cts.—Peach do, 65 to 70 cents—Shard, 46 50, scarce—Herring, No. 1, \$3 per hbl—No. 2, \$2 75—Fine salt 60 to 65 cts. per bush. Coarse, do. 70.

Maryland Tobacco.

Tobacco is selling nearly as per last report.



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 Wednesday 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 Patspeco 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 BARKS, March 13.

Public Sale.

By virtue of a decree of the Court of Chancery, the subscriber will expose to Public Sale, on Saturday the 7th day of June next, if fair, if not the next fair day thereafter, at the residence of Lane Dennis in the Swamp, several horses, work oxen, and twelve head of sheep. Terms of Sale, Cash to be paid on the day of sale, or on the ratification thereof. Sale to commence at 11 o'clock.

John Gassaway, Trustee. May 15.

For Sale, A FIRST RATE GIG HORSE, and A FIRST RATE SADDLE HORSE. For particulars enquire at Mr. James Williamson's Hotel. May 15.

NOTICE.

The Levy Court for Anne Arundel county, will meet at the Court-House in the city of Annapolis, on Tuesday the 17th of June next. By order, Wm. S. Green, Clk.

Public Sale.

By virtue of an order from the orphans court of Anne Arundel county, the subscriber will offer for sale, on Saturday the 7th day of June next, at Mr. Barrett's Tavern on the road from Annapolis to Baltimore,

A Negro Man,

named Hercules, a good oster, and accustomed to plantation work. Six months credit will be given, the purchaser entering into bond, with security, with interest from the day of sale. Sale to commence at 11 o'clock. John W. Duvall, Adm'r. of Wm. Warfield.

Sheriff's Sale.

By virtue of a writ of fieri facias issued out of Anne Arundel county court, and to me directed, will be exposed to public sale, on Friday the 13th day of June next, on the premises, for cash, at 12 o'clock: A two story house and lot, situated in New Lisbon, late the property of John Dempsey, Junr. Seized and taken at suit of Zachariah Roberts. Wm. O'HARA, Shff. May 22.

State of Maryland, sc.

Anne Arundel County Orphans Court, May 13th, 1823.

On application by petition of Henrietta Shipley, administratrix of Ephraim O. Shipley, late of Anne Arundel county, deceased, it is ordered that she give the notice required by law for creditors to exhibit their claims against the said deceased, and that the same be published once in each week, for the space of six successive weeks, in the Maryland Gazette.

Thos. H. Hall, Reg. Wills, A. A. county.

Notice is hereby Given,

That the subscriber of Anne Arundel county, hath obtained from the orphans court of Anne Arundel county, in Maryland, letters of administration on the personal estate of Ephraim O. Shipley, late of Anne Arundel county, deceased. All persons having claims against the said deceased, are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, at or before the 13th day of November next, they may otherwise by law be excluded from all benefit of the said estate. Given under my hand this 13th day of May, 1823. Henrietta Shipley, Adm'r. May 15.

State of Maryland, sc.

Anne Arundel County, Orphans Court, May 10th, 1823.

On application by petition of John W. Duvall, administrator of William Warfield, late of Anne Arundel county, deceased, it is ordered, that he give the notice required by law for creditors to exhibit their claims against the said deceased, and that the same be published once in each week, for the space of six successive weeks, in the Maryland Gazette.

Thos. H. Hall, Reg. Wills, A. A. county.

Notice is hereby Given,

That the subscriber of Anne Arundel county, hath obtained from the orphans court of Anne Arundel county, in Maryland, letters of administration on the personal estate of William Warfield, late of Anne Arundel county, deceased. All persons having claims against the said deceased, are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, at or before the 10th day of November next, they may otherwise by law be excluded from all benefit of the said estate. Given under my hand this 10th day of May, 1823. John W. Duvall, Administrator. May 15.

In Council,

Annapolis, May 7, 1823. The governor and council will proceed, at their next meeting, on the second Monday in June next, to make appointments of agents to distribute the laws and vote and proceedings of the Legislature, passed at December session, 1812. Proposals for delivering the same to the clerks of the several counties of this state, will be received at this department, until the first of June next, one agent will be appointed for each shore.

Ninian Pinkney, Clerk of the Council.

Report made to Congress by Charles Mercer, on the subject of THE POTOMAC CANAL.

The Committee of the District of Columbia, to whom were referred sundry memorials from the inhabitants of Pennsylvania, Maryland, and Virginia, praying the aid of the Federal Government, towards the improvement of the navigation of the river Potomac, have, according to order, attentively considered the object of the memorialists, and beg leave to submit to the House of Representatives, in relation thereto, the following report:

That, by the concurrent acts of the legislatures of Maryland and Virginia, a company was incorporated, in the year 1784, on the recommendation of General George Washington, for the improvement of the navigation of the river Potomac, and its principal branches above tide water. The 17th and 18th sections of that act prescribed the conditions upon which the tolls granted to the company should be exacted, and a limitation to the duration of their charter. By a supplementary act, those conditions were modified, and the period limited for the completion of the navigation of the river, in the mode prescribed, has been, from time to time, extended by subsequent laws of Maryland and Virginia.

No legal inquiry has ever been regularly executed, to ascertain whether the Potomac Company have complied with the terms of their charter. After the expenditure of their subscribed stock, to the amount of 311,555 dollars; of the tolls of more than twenty years collection; and of the farther sum of 174,000 dollars, borrowed, by the company, of the state of Maryland, and of private individuals, it is generally acknowledged, that the navigation of the river is most defective.

In all this period, the stockholders have received but one inconsiderable dividend, and their stock will not command, in the market, where, however, it is seldom found, a moiety of its nominal value. It is, in fine, now ascertained, that, without further and very considerable aid from the states immediately interested in the navigation of the Potomac, or from the general government, the great object sought to be attained by the improvement of that navigation, a commercial intercourse, through this channel, between the western and Atlantic states, will be entirely defeated.

Will the Congress of the United States interpose, and have they the power to prevent a result so deplorable? A hasty survey of the general map of the United States, and a brief recurrence to the theory and policy of the Federal Government, with their practical illustration by the structure of the Cumberland road, would seem almost to supersede the necessity of any comment, from your committee, on the importance of the navigation of the Potomac, or the power of Congress to provide for its improvement.

One of its southern branches, itself a considerable river, rises to the southwest of Staunton, in Virginia, and is capable of connecting, by a navigable canal, the geographical centre of that state, in territory the largest of the Union, with the market towns of the District of Columbia. Emptying into the Potomac above the chief obstructions to its navigation, the Shenandoah, like those navigable streams which descend from the northwest, through the limestone valleys of Maryland and Pennsylvania, depends, for an outlet to the ocean, on the improvement of the navigation of the main river, to a considerable distance above tide water. These branches, when the stem shall have been improved, are capable of affording, with the Potomac, an internal water communication exceeding, in extent, 650 miles.

The value of this navigation to the ample and fruitful territory washed by the tide, or like the tributary streams of the main river, a territory comprehending four counties of Pennsylvania, seven of Maryland, and eighteen of Virginia, exceeding in extent and population, some of the largest states of the Union, should not be disregarded. It is, in fact, a link of the shortest chain of communication between the Atlantic and western states. The enlightened policy which sees in the Federal Government on the banks of the Potomac, indicates its peculiar adaptation to this purpose; and nature has facilitated its accomplishment, by a rupture of the many ranges of lofty mountains, including even the great ridge of the Alleghany, in the direction on which such a purpose requires. It is no longer questionable but that the head waters of the Ohio may be mingled with those of the Potomac, by a tunnel, or subterranean canal, not exceeding two miles in extent; and the produce of the soil and industry of the west, after ascending the Younghany, find a safe and commodious channel; thence, to the valley of Savage Creek, and, through it, the north branch, and the main river, to the Chesapeake and the Atlantic.

The patriotism which exalts in the approaching connexion of the Hudson with the northern lakes, by the efforts of the Carolinas and Virginia, to unite, by short portages, the sources of the Santee and Pedee with those of the Tennessee, and of the Roanoke and James rivers with the Great Kenawha, cannot but regard this central river of the Union with peculiar interest. Notwithstanding all its claims to general favor, the Potomac is, however, exposed to the serious disadvantage of being throughout its course, the common boundary of two states, whose enterprise and resources are attracted to other objects of internal improvement, some of all of which are rivalled in this; and all its markets, once the property of those states, are, by the cession of the District of Columbia to the General Government, confined to the exclusive guardianship of Congress.

Not only the preservation of the property and lives of its inhabitants, the accommodation and comfort of its numerous public functionaries, but, in no small degree, the national character and honour.—The most deplorable calamity of the late war, doubtless, has been averted, and the Capital of the United States, being encompassed by the dense population of a large city, by such a population as would unquestionably succeed the contemplated improvement of the navigation of the Potomac. And, if sovid views may be allowed to mingle with considerations of such inevitable consequence, it may be added, that, with the growth of the numbers and splendour of a great commercial emporium, would of necessity arise a corresponding appreciation of the value of all the disposable lands in the city of Washington, consisting of more than 5000 acres, and now computed at near 2,000,000 dollars, it is not unreasonable to suppose, that their value would be quadrupled, by prospect of their early occupation and improvement.

Your committee are aware that this calculation may be, indeed has been, impugned, by referring to the value of the commodities which have hitherto descended the Potomac. The very origin of this report, in the present imperfect and hazardous navigation of the river, suggests an answer to this objection. It may be objected, that another; the tolls of a single turnpike, in length but 30 miles, leading to the town of Alexandria, have exceeded, in one year, 25,000 dollars, or very near a tenth of the annual interest of a sum sufficient to complete the navigation of the Potomac, in its due water to the Cumberland road. This great and costly work, itself so honourable to the wisdom and benevolence of the United States, awaits this improvement to yield all that it has promised to the Union.

If the relative expense of transportation, by land, and by water, be properly estimated, the completion of a canal, from the tide to Cumberland, would have the effect of approximating the seat of government to within a few miles of the Alleghany, while the extension of this canal, at some future period, would occasion that formidable barrier to disappear in the intercourse of the eastern and western states. It is, by such a canal, that your committee propose to supply the place of the present defective navigation of the Potomac. As this more affords the shortest water line of communication between the tide of the sea and the eastern base of the Alleghany, to its current the most rapid, when compared with that of the other great rivers which have their sources in this chain of mountains. Wherever the science of civil engineering has been long and successfully applied to inland navigation, your committee are assured that the use of the natural beds of wide and rapid rivers has been superseded by a resort to navigable canals, extending along their margins, and fed by their currents, until met by the tide. Without a recourse to this expedient, the ascent of the Potomac, by a loaded boat, cannot be overcome, it is believed, at an expense less than that which attends the transportation of equal burthens, over like distances, along the ordinary roads of the adjacent country. The consequence must be, that every downward cargo is chargeable with double freight, exclusive of insurance against the repeated hazard to the boat, and the lives of those who guide it, of total destruction.

Every navigation so impeded and so dangerous, all bulky commodities are, of necessity, excluded, and yet it is from the transportation of such articles that the chief part of the revenue of any canal is derived. It is apparent that the entire estimate of the commodities which ascend the Potomac, although they comprise a greater value in less bulk, bears but a very small proportion to the amount of those which descend the river; while these must be regarded as of very inconsiderable value, when compared with the extensive and diversified produce of the extensive and fertile country which should find its market on the banks of this river.

Can it be owing to any other cause than the defective navigation of the Potomac, that the buildings of Washington are cemented with the lime of Rhode Island, and warmed, in winter, with the mineral coal of James river? The last is dug and raised at much cost, transported twelve miles over land to the port of shipment, and, thence conveyed by a circuitous navigation of 50 miles, to the District of Columbia. The power is declined by fuel of a value, enhanced by its scarcity, and its vicinity to a market, in which it is applied to various uses, and its afterwards transported even farther than the latter, with the superior hazard of the sea, augmented not a little by the peculiar character of the commodity itself. What would be the tolls upon the transportation of these necessary and bulky commodities, beds of which, inexhaustible in quantity, and excellent in quality, are found in the vicinity of each other, near the surface of the earth, and on the very margin of the Potomac, if a navigable canal connected Cumberland with Washington, and now rapidly would the demand for them increase with the progress of the population and wealth of the markets of the Chesapeake? The consumption of salt, by which the east would pay, in part, for these valuable minerals of the west, in the extensive grazing country of the Alleghany and its parallel ridges, would give increased activity and profit to this intercourse. In the channel of communication between the works of Unadoga and the waters of the Ohio, this heavy commodity is now subjected to a more circuitous water conveyance, by vessels of different capacities and drafts, and that transportation itself is interrupted by several portages.

Iron every where abounds, and copper has already been found in the mountains drained by the Potomac. Their valleys yield luscious crops of hemp and flax, & the forest of oak and pine which climb their summits are destined, it is to be hoped, to supply future navies with the means of raising the blockade of the Chesapeake. It was by this channel of intercourse, impeded to a more circuitous water conveyance, that, during the late war, Louisiana supplied the Atlantic states with sugar; Tennessee with cotton; and Kentucky with salt petre, that necessary material of defence. Were this communication, as perfect as it can be rendered, an enemy who succeeded in closing the mouth of the Mississippi, in order to prevent the industry of the west, would have, also, to win, from the fleet of the Union, the possession of the Chesapeake. Through this channel, the west, with a formidable supply, has the general produce of the Mississippi, but more its return for the wine of Africa, and the various manufactures of Europe and Asia, in the cloths of Steubenville, and the cutlery and glass of Pittsburgh. Should such a war be accessively conducted on the land as on the ocean, the cost of the contemplated canal would be saved by the United States in a single campaign.

Your committee are aware that other channels of communication across the Alleghany may be greatly improved, and rendered tributary to the general welfare of the United States, both in peace and war; in the latter, by the additional security which they would afford to the commerce of the interior, and by the vigour which they would impart to all the operations of the Federal Government for the common defence. On the other hand, it will readily be conceded, notwithstanding the preference which may be given, by local interests to other objects of internal improvement, that, whatever facilities to the commercial, social, and political connexion between the remote extremes and the seat of the General Government of so vast a republic as the United States, must have the same proportionate influence as would result, were it otherwise practicable, from contracting the extent of its territory without reducing the number, impairing the wealth, or abridging the comfort and happiness, of its people. To all the friends of liberty in America, who regard the state governments as essential parts of a republican system, erected on a scale so broad, as to create alarm for its duration, or who, with no less truth, regard the union of those states as the bond alike of their freedom and independence, every measure which has the effect of diminishing the extent of the one, while it multiplies and strengthens the ties of the other, must be viewed with earnest solicitude. But, another inquiry remains—Has Congress the power to insure its success?

So numerous and so various are the benefits accruing to every nation from inland navigation, so urgently have the U. States been invoked by the character and genius of their institutions to diffuse their advantages over a territory which nature has eminently fitted to receive them, that a former congress sanctioned, by their voice, a system of internal improvement co extensive with the wants of the nation.

Your committee are not unmindful of the impediment which arrested the progress of that system, and could not expect success in the present effort, in the full of one of its objects, if the proposition is not to be about to submit to the knowledge of representatives were liable to similar objections. The committee have studiously sought to guard against their application, and confidently hope that they will be found to have succeeded.

Two proposals have already been offered to the House, in the course of the present session of Congress, by the Committee on Roads and Canals, in relation to the Potomac. Neither of them interferences with the plan for the improvement of the navigation of that river, which your committee are presumed to recommend. One of them embraced by a resolution for the appointment of commissioners to survey the route and estimate the expense of a navigable canal, seems to your committee to be, in a great degree, superseded by the report of the Principal Engineer of Virginia to the Board of Public Works of that state; and, as an incorporated company already exists, with ample authority to make the contemplated improvement, there does not remain any apparent necessity of waiting for the prosecution of this work, until an extensive system of internal improvement be devised by Congress.

The committee simply recommend the combination of the proceeds of sales of the public property in the city of Washington, which, according to the original plan of the city, was designed to be sold, with such sums of money as the Legislature of Maryland and Virginia and the citizens of those and of the adjacent states, may voluntarily subscribe, for the purpose of extending a navigable canal from the foot of the Little Falls of the Potomac to the commencement of the Cumberland road. They propose to annex to this public and private subscription, the condition, that the Potomac Company shall previously assent, with the approbation of the Legislatures of Maryland and Virginia, to such alterations of their present charter as will admit the United States, those states, themselves, already interested in the stock of the company, and the new subscribers, to participate, on fair and equitable principles, in their future revenue. These alterations would, among other obvious effects, provide for the payment of the debts of the company, and for the reduction of the principal, by some liberal reference to the actual value of their present stock.

In order to obviate the necessity of selling the public lots in the city of Washington, before the contemplated improvement of the navigation and commerce of the District of Columbia shall have caused the anticipated appreciation of their value, as well as to complete the canal in the shortest possible time, without drawing immediately for large sums upon the public Treasury, the state of Maryland and Virginia, and the individual subscribers of new stock, your committee propose, that the United States shall borrow, on the public faith, and a specific pledge of all the public lots reserved for sale, a sum, receivable in semi-annual instalments, sufficient to complete the entire work in three years; from the date of the first instalment.

Referring to the report of the Chief Engineer of Virginia, and computing the total cost of the contemplated canal at two millions and a half of dollars, your committee recommend that an amount of stock, in the capital of the Company, not exceeding in half a million, be reserved to pay the debts of the Potomac Company, and to reimburse the present stockholders, including the states of Maryland and Virginia; and that the above loan be limited to two