

MARYLAND GAZETTE

AND STATE REGISTER.

COL. LXXIX.

ANNAPOLIS, THURSDAY, FEBRUARY 12, 1824.

No. 7.

Jonathan Hutton,
COACH & HARNESS MAKER.
Returns his thanks to the public for the encouragement he has received, and begs leave respectfully to notify them that he still continues the above Business at his stand in West-street, one door above the Farmers Bank, where he will be happy to receive any orders in his line.

HE HAS FOR SALE,
A NEW LIGHT AND FASHION-
ABLE COACHE & HARNESS.

ALSO,
A SECOND HAND GIG AND
HARNESS.

Which he will dispose of on accommodat-
ing terms.
Jan. 29

100 Barrels of Corn
FOR SALE BY
RD. CRABB.
Annapolis, Jan. 28.

NOTICE.
The subscribers being appointed by the orphans' court of Anne Arundel county administrators on the personal estate of Lloyd Warfield, late of said county, deceased, all persons having any claims against said estate are requested to bring them in legally authenticated, and all persons indebted to said estate to make immediate payment to Phil. non D. Warfield, Lot Linthicum, Administrators.
Jan. 29

NOTICE.
The subscriber being appointed by the orphans' court of Anne Arundel county, admr. D. B. N. on the personal estate of Nicholas R. Warfield, late of said county, deceased, requests all persons indebted to make immediate payment to Lot Linthicum, Adm'r.
D. B. N.
Jan. 29

NOTICE.
The Justices of the Peace Court of Anne Arundel county will meet at the Court House in the city of Annapolis, on Monday the 1st day of March next, for the purpose of ascertaining and levying the expenses of the county for the year 1823.
By order
J. B. Green, Clk.
Jan. 29 1824.

Notice is hereby Given,
That the subscribers have obtained from the orphans' court of Anne Arundel county, in Maryland, letters of administration on the personal estate of John Lucas, late of said county, deceased; All persons having any claims against the said deceased, are hereby requested to present the same, with the vouchers thereof, to the subscribers for settlement; and those indebted are requested to make immediate payment.
Rac. el Lucas, Adm'r.
Osborn Lucas, Adm'r.
Jan. 29

Fifty Dollars Reward.
Will be paid for detecting and prosecuting to conviction, the person or persons who have lately been guilty of the practice of breaking the public lamps of this city. The commissioners aid upon all well disposed citizens to call in discovering and bringing to deserved punishment the perpetrators of such wanton and outrageous conduct. In behalf of the city commissioners and port wardens,
W. G. TUCK, Acting Com.
Jan. 8

SHERIFFALTY.
ROBERT WELCH, (of Ben.)
Still continues to be a candidate for the office of Sheriff for Anne Arundel county, and respectfully solicits the votes and intercession of his fellow citizens.
Notice is hereby given,
That by an order of the Senate, it becomes necessary for all applicants for the benefit of the insolvent laws, to give two weeks notice, in one or more of the newspapers of the place in which the applicants reside, of their intention to apply to the legislature for special acts of insolvency.
J. L. MILLARD, Clerk.
House of Delegates,
15th, Jan 1814.

250 Dollars Reward.
Run away from the subscriber living in Anne Arundel county, about 12 miles from Baltimore, near Potomac's Tavern, on the major road from Baltimore to Annapolis, on the 10th of May a mulatto man named BILL, 33 years of age, about 5 feet 8 or 9 inches high, rather slender made, has a scar over one of his eyes, and one of his little fingers crooked. Had on a dark broad cloth coat, one dark home made kersey roundabout, one black bombazette waistcoat, one pair of dark corded pantaloons, one pair of good shoes lined and bound, and a tolerable good hat. Any person apprehending the said fellow, so that I get him a gold, shall receive the above reward.
EZEKIEL STEWART.
Aug. 7

PRINTED AND PUBLISHED BY
JONAS GREEN,
CHURCH-STREET, ANNAPOLIS.
Price—Three Dollars per Annum
WEEKLY ALMANAC.

1824—Feb	Sun	Rises	Sun Sets
12 Thursday	6 45	5 10	13
13 Friday	6 44	5 10	12
14 Saturday	6 42	5 10	11
15 Sunday	6 41	5 10	10
16 Monday	6 40	5 10	9
17 Tuesday	6 38	5 10	8
18 Wednesday	6 37	5 10	7

BALTIMORE
PRICES CURRENT.
Corrected Weekly.—From the American Farmer.
Wheat flour \$5 37 1/2 Western county do. \$5 50 to 5 62 1/2—Best family do. \$7—Corn \$1 12 to 1 15—Rye 10 cts Corn 35 cents—Oats 28 to 30 cts—Beef, 8 to 10 cents per pound—Live cattle, \$5 to \$5 50 per cwt.—Pork, hog round, \$10—Pork \$4 50 per cwt.—6 to 8 cents per lb—Mutton, 6 to 7 cts per lb—Beans \$1 25 retail—Peas, black eyed, 62 1/2 cts—Red Clover seed \$6—Timothy seed \$4—Flax Seed 75 to 80 cts—Whiskey, from the wagons, 23 to 25 cts per gallon—Apple brandy, 30 to 32 cts—Peach do. 25 to 30 cts—Shad, No. 1, 66 cents—No. 2, 45 cts—Herrings No. 1, 75 cts per bushel—No. 2, 60 cts—Cider, per bushel, 40 cts—do. 70 cts

IN COUNCIL,
Annapolis, Dec. 16, 1823.
ORDERED, That the following Resolution be published twice a week, until the 18th day of March next, in the Maryland Republican, and Maryland Gazette, at Annapolis; the Patriot, American, and Federal Gazette at Baltimore; the Gazette, Examiner, and Herald, at Frederick town; Herald, at Hager's Town; Maryland Advocate, Cumberland; Bond of Union, at Belle Air; Crus American, Rockville; the Eastern Star and Eastern Gazette, and the National Intelligencer.
By order,
NINIAN PINKNEY,
Clerk of the Council

By the House of Delegates,
December 13th, 1823.
WHEREAS, the Governor in his communication hath recommended that a day should be observed throughout the State, for the purpose of Humiliation and Prayer, in which our citizens may collectively entreat the Divine Being, who has promised that "He will be entreated of his people," to stay his chastening hand, and restore to our suffering population the blessings he hath withheld, and make us, who are spared, more deserving his fatherly care, than we have hitherto been, Therefore, be it

Resolved, by the General Assembly, That the 18th Day of March next, be set apart, and recommended to the people of the State, to be observed as a day of Humiliation and Prayer; and that this Resolution be published in such newspapers throughout the State, as the Governor and Council may direct, for the information of the citizens thereof.
By order,
JOHN BREWER, Clk.
True Copy from the original, passed by both branches of the Legislature of Maryland.
Test,
JOHN BREWER, Clk.
G. H. OF D. Md.

Give us a Call!
The subscriber offers for sale, at his stand in Church-street, a large and well selected assortment of Baltimore and New England work, which he invites the public to call and examine. A part is enumerated by lot:
Gentlemen's Boots from \$2 50 to \$4 00
Do. Women's Boots " 2 00 to 3 00
Do. Children's Boots " 1 50 to 2 25
Do. Lace Boots " 1 50 to 2 25
Do. Shoes Fine, Gum " 75 cts. to 1 25
Do. do. Coarse, " " 75 cts. to 1 25
Do. Ladies Silk Shoes " 1 25 to 1 75
Do. French Silk " 75 cts. to 1 50
Do. Children's Slippers " 75 cts. to 1 50
Do. Children's Shoes with " 75 cts. to 1 50
Do. Lace Boots " 60 cts. to 1 50
Do. Shoes " 50 cts. to 1 00
Do. Children's " 50 cts. to 1 25
Children's " 37 1/2 cts. to 75 cts.
With an assortment of Boots and Shoes of his own making.
G. THOMPSON.
Dec. 1823.
For Sale,
A NEGRO WOMAN AND HER CHILD, for a term of years. Enquire at this office for the terms of sale.

Remarks
Of Mr. HEMPHILL, in the House of Representatives of the U. S. on the Bill for obtaining the necessary surveys on the subject of Roads and Canals.
Mr. Hemphill, of Pennsylvania, observed, that the subject of Internal Improvements, by the General Government, had for a long time been before the nation, in a variety of shapes; and that its execution, in part, had only been retarded in consequence of opinions entertained by the present Chief Magistrate and his predecessor, as to the constitutional powers of Congress to carry into effect a system of Internal Improvements. In support of the power of Congress, many revolutions have been adopted in this house; and two bills, introduced on such a power, passed both branches of the national legislature. These bills, we all know, were rejected by the veto of the executive; but nothing could be more strongly recommended, than the expediency of the measure, both by Mr. Madison and President Monroe. They deemed it of sufficient importance to produce a change in the constitution. The language of the president, on this subject, is as strong as I could be; he said, if the right exists, it ought to be forthwith exercised.
As to the expediency of the measure, said Mr. H. I need not speak at large; the experience of the world tests the utility of good roads, canals and bridges. By means of these, the inland trade of China has grown nearly equal to the whole market of Europe. There is no country, said Mr. H. capable of higher improvements than this, nor any society of people to whom such a measure would be of greater advantage, or to the benefit of our country, and the variety of its soil, and climate. The expense of transportation in this country is far beyond what is generally supposed, and the difference of expense between water transportation and land conveyance, is exceedingly great. The commissioners from Maryland, who were appointed to explore the river Susquehanna, took much pains to acquire accurate knowledge on this subject; and they say, that the expense of transportation on a canal amounts to no more than one cent per hundred mile; or one dollar for a ton for every hundred mile; the cost of transportation by land conveyance is thirty two dollars for the same distance; this is more than thirty to one in favour of the canal transportation. To give some idea of the inland trade of the country, and the expense of transportation, I need not say, said Mr. H. to read a few lines from the report of the gentlemen from Maryland; who examined the Susquehanna (Mr. Hemphill read the following extract):
"Before we proceed to describe the routes by which the waters of the Susquehanna may be connected with those of the Ohio river, it may be well to furnish some general outline of the value of that trade to Pittsburgh and the West, which would be the inducement of effecting a canal communication between those waters."
"The town of Pittsburgh, owing to the great advantage of its situation, near the highest navigable point of one of the principal rivers of the West, has long been considered as the principal depot of all the western commerce. In the year 1820, no less than fifteen hundred tons of merchandise were sent from the sea board to the country beyond the Mississippi through the towns of Pittsburgh and Louisville, on the Ohio river. During the years of 1817, 1818 and 1819, the expenses of transportation of Philadelphia, over land to Pittsburgh, amounted to five millions. The hundred and sixty thousand dollars each year, making four million six hundred and eighty thousand dollars for the transportation of merchandise distributed from a single depot in the western country, in three years there were, on an average, two thousand five hundred and fifty five wagons employed in the transportation of merchandise from Philadelphia to Pittsburgh; that they carried eight or nine thousand four hundred and twenty five hundred weight, which were valued at seventeen millions eight hundred and eighty five thousand dollars. And we have from the most intelligent and respectable authority, that even within the last year, there has been sent from the city of Baltimore, by land, to Pittsburgh and the Ohio river, merchandise to the value of twelve millions of dollars."
"All this trade (continued Mr. H.) is in one section of the country. I shall not attempt to make any estimate of the annual expense of transportation in the different parts of the U. States where canals might be made.

"I wish one principle, said he, in relation to canals, to be perfectly understood, and I will illustrate by certain facts. It is this, that canals may be highly advantageous to the nation, although not profitable to the proprietors of them. The expense of the transportation of between seventeen and eighteen millions worth of merchandise, from Philadelphia to Pittsburgh, is 1, 60,000 dollars; merchandise to the value of twelve millions, has been sent from Baltimore to Pittsburgh and the Ohio in one year. The expense of this transportation would be about one million; making the amount of the expense of the transportation of the two cities, about three thousand three hundred wagons employed, and as many men, and upwards of thirteen thousand horses."
"To remove all possible mistakes, said Mr. H. in relation to the utility of water transportation, this would save the annual sum of two millions in the expense of transportation. Suppose the general government should complete water communications from Philadelphia, and Baltimore to Pittsburgh, and they should cost two millions; and that the annual amount of toll should not exceed one hundred thousand dollars, the general government, as proprietor, would sustain a loss of twenty

thousand dollars, but the whole operation would be greatly profitable to the nation. The proprietors in the Western Country, wherever they might be, would gain annually two millions, and no body would be loser; for in that case, the services for these two millions would not be performed; the nation would gain by the diversion of labour and capital, worth two millions a year, to other useful objects, say to the extension of cultivation and to manufactures. As the profits of different pursuits in this country are pretty much on a level, the same labour and capital, which yielded two millions a year in transportation, would produce the same result in other pursuits. The addition of produce, and the value added to raw materials by manufacturing them, amounting to the two millions, or very near that sum, would be a clear gain to the nation, as so much would be added to the general mass of national wealth. Let this principle, said Mr. H. be applied to the different sections of the Union, where it is practicable to construct canals, and who can too highly appreciate or calculate so largely upon the inevitable consequences.
Such objects are national, and do not fall within the sphere of state jurisdiction. A state, in making improvements, looks only to the prosperity of that particular state. But the object is national, when it transcends the boundaries of states, and embraces the interest of the whole Union, or large sections of it. Ten or twelve states are immediately interested in the navigation of the Ohio and Mississippi rivers, but what interest the navigation of these streams? It is the same with the contemplated canal along the Sea Coast; but will each state ever feel an interest sufficient to execute the part within its own limits?
"I have before me, said Mr. H. an author of great celebrity, who has written on the subject of highways and canals. He says, that no object is of higher national concern, and mentions their great advantages in France, and that the people complained of the expenses and labour when they were commenced; but as soon as they became acquainted with the benefits, they blessed the authors of the design. There is no power in the government to counteract the disadvantages arising from distances, except by improving navigable rivers, and by good roads, canals, and bridge. By means of these, the people in the extreme borders of a country are brought nearer together, and become acquainted with each other in the course of profitable dealings. They encourage the cultivation of the remote parts of a country, by diminishing the time, danger, and expense of carriage; and they are advantageous to towns and adjacent countries, by opening new markets. A singular prejudice against improvement is recorded in England. It is not much beyond half a century since some counties, in the neighbourhood of London, petitioned the Parliament against the extension of turnpike roads into the remote parts of the country, which they supposed, from the cheapness of labour, would be able to under-sell them in the London market, and would, thereby, reduce their rents, and ruin their cultivation; but, on experience, they soon found their notions to be erroneous, and the contrary was the result in both cases.
I have already, said Mr. H. endeavoured to explain, that canals may be of great advantage to the nation, although not profitable to their proprietors; but even as respects them, some canals would yield a profit immediately, and all of them become lucrative in a reasonable time, if proper routes are selected. On this point, I will call the attention of the committee to a few of the British canals. The extract which I will read, contains the original cost of shares of canal stock, the prices, and annual dividends:

	Present Divi-
	Cost. Price. dends.
Birmingham	4.5 2 35 220
Chesterfield	100 120 8
Coventry	100 999 44
Erewat	100 1 00 53
Grand Junction	100 218 9
Leeds & Liverpool	100 278 10
Leicester	100 260 10
Oxford	100 640 32
Staffordshire and	100 642 40
Trent and Mersey	200 900 75
Warwick and Bir-	100 210 11
mingham	100 235 10
Warwick & Napton	100 210 11
Loughborough	— 2400 119
Nikon and Mowbray	— 170 9 10
Mercer and Irwell	— 650 30

"The first price of the three last is not given, but I am informed that it was but £100 each. Such gain cannot be expected here, but large profits, in some instances, might reasonably be calculated upon. I have no hesitation in believing, that a canal along the Atlantic coast, would produce more than six per cent, immediately after its completion. The grand New York Canal, so far, presents the most flattering prospects. The expediency of adopting some system of internal improvements, cannot be questioned; and, as to the mode and manner of its execution, it is not required, for the support of the present bill, to go into any discussion; for, whatever mode may be finally resorted to, there is one preparatory step to be taken, and that is, to procure the necessary information. This will be useful to the General Government, to the States and to individuals. The present bill is merely of this character; it presents a measure that must precede the actual undertaking, upon any enlarged scale.
It is owing, said Mr. H. to an unfortunate indifference, and not to the want of ability, that public undertakings are so often neglected, in different countries. England had capacity sufficient to have performed all her great works long before the did. France, also, has long since had sufficient capacity for this purpose, but England is more than half a century in advance of her. The late Emperor of France, although he may have committed political errors, saw this subject in its true light, and, notwithstanding his numerous wars, he paid unremitting attention to public improvements; wherever his dominion extended. In reading the accounts which are given of him in his misfortunes at St. Helena, I could not but admire the remarks of that most extraordinary man on this subject. In speaking of the Allied Powers, he said, "At least, they cannot take from me hereafter, the great public works which I have executed, and the roads which I have made over the Alps, and the seas which I have improved. They cannot place their feet to improve, where mine have not been before. Thank God, of these they cannot deprive me."
The resources of the nation, in times of peace, said Mr. H. cannot be engaged to greater advantage, than in public improvements—These will increase the quantity of productions, by saving labour, and opening new markets. They will be permanent, and go down to posterity to be gratefully enjoyed, while the objects of most other expenditures may be forgotten. The Federal government has now been in existence for upwards of thirty years, and yet, under all the natural advantages of the country, and notwithstanding the high political inducements, it has not the limits of this District, and go into the interior of the nation, possessing a population of ten millions, there are scarcely any traces of the government to be seen. No attention has been paid to the heavy expense of transportation; the rivers and other waters have been permitted to remain in their natural state—when, at the same time, every one acknowledges the incalculable advantages that would result from improvements in times of peace; and that, in the event of a single war, more would be lost for the want of them, than would be sufficient to make all those of the most improved character. The government, with the resources of the nation, that is owing to the constitutional restrictions on the part of the executive, not to my unwillingness of the people, or their representatives, to undertake the execution of public works.

I sincerely believe, said Mr. H. that the people are fully prepared for, and that the spirit of the nation would now justify, the expenditure of large sums on great national objects. The expense of twenty or twenty-five millions ought to form no objection; for, if the debt should go down to posterity, it will carry with it a legacy of a thousand times its value. We are under no pressing obligation to discharge it immediately; but admit that we are, of what consequence, compared with the object, would such a sum be, when its expenditure would be spread over a period of ten or fifteen years? We can never expect to see more prosperous times for the commencement of public undertakings. If this subject is slumbered over for centuries, the same reasons will be urged against public works that are now.

From the U. S. Gazette.
Mr. Clay has advocated the resolution proposed by Mr. Webster, with his usual energy and felicity—but we are forcibly struck by a paragraph of the speech, which does honour to his head and heart. We are not astonished that such sentiments should be expressed by this great statesman, but we are grieved that there should be found in the councils of our nation, men who can give cause for such a remark:
"I know that at least some of the objections to the original proposal are occasioned by the source from which it has proceeded. There are individuals in this house, who look at the mover of this resolution, as if its value or importance was to be measured by enquiring who bro't it forward. Sir, I have long had the pleasure of knowing the honourable gentleman who originated this resolution—I have sometimes had the pleasure of acting with him; and I would suggest to those to whom I have alluded, that if they seek to be regarded as the sentinels of freedom, they must disregard the source from which any measure favourable to its interest may happen to have proceeded, and must take it up on its own intrinsic merits. If a gentleman who belongs to a different party, in political sentiment, shall bring forward a proposition fraught with liberal principles and noble sentiments, is it to be rejected for his sake; if this is the case, we cease to be republicans, and those who act on principles the reverse of ours, will be the men who truly deserve that name; and, sir, if all republicans must oppose this doctrine, and all federalists advocate it, I for one, should cease to be a republican, and would become a federalist."
* Relative to the Greeks.

A FASHIONABLE PAIR.
"O, Love is a sad thing, a mad thing, a bad thing."
Not many days since, we met an injured father, in the pursuit of his wayward child, a son of about sixteen years of age, who had been wounded by the arrow of the sly little god of love, and was making his way to Maryland to submit his case to the court of Hymen. The object to which he had surrendered his young heart a captive, was a lady who had, with blood, through the warmth of almost thirty summers, and the rigors of as many winters, the various sieges of affection which her countless charms must have provoked. But, alas! what fair maiden, of so tender an age, could resist the blandishments of a young gallant of sixteen? She could not see what harm it was to keep a swain from dying; nor could he, for the life of him, see aught amiss in contributing to the felicity of so fair an enchantress. Congenial souls will commune together; so the devoted pair, no longer proof against the irresistible glances of each other's love-beaming eyes, very wisely concluded to throw their ill and pleasures into one common stock.—For this purpose they set out on foot, from Shenandoah county, and had travelled, night and day, a distance of more than sixty miles. We had not yet heard whether they succeeded in consummating their bliss, or whether their inexorable pursuer, like swift-winged misfortune, overtook them to nip their buds of joy.
Harpers Ferry Free Press.

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Harpers Ferry Free Press.

From a report made to Congress by the Secretary of the Navy, in the month of January, 1824. Estimate of the cost of building a sloop of War of the first class.

Materials of wood,	\$19,491 00
Ditto copper,	9,691 76
Ditto iron, including work,	1,680 50
Carpenter's work, joiner's work and coppering,	15,650 00
	\$46,516 26
Equipment,	37,087 95
Contingencies,	1,995 79
	\$85,600 00
General Estimate of the annual expense of a Sloop of War of the first class.	
For Pay and Subsistence,	\$31,391 50
Provisions,	15,695 00
Repairs, including wear & tear	12,000 00
Hospital Stores,	2,000 00
	\$61,086 50

PENNSYLVANIA BANKS.
From the Statement of Bank Reports, made by the Auditor General to the Legislature of this State.
State of the Commercial Bank of Pennsylvania, Monday Nov. 3, 1823.

To capital stock,	\$1,000,000 00
Reserves,	322,374 37
Bank notes in circulation,	106,394 00
Contingent fund,	16,395 11
Discounts for the last 6 months,	31,104 36
	\$1,476,257 84
By bills discounted,	\$1,051,256 83
Commercial Bank stock,	200,000 00
Due from city banks,	36,162 49
Notes of other banks,	21,994 00
Specie—gold and silver,	137,586 70
Banking houses and lot,	20,000 00
Due on dividends to the commonwealth,	3,200 00
Expenses for the last 6 months,	5,787 73
	\$1,476,257 84

Statement of dividends declared by this bank in 1823.

17th dividend, 1st Monday of May last, for preceding half year,	\$20,000
18th dividend, 1st Monday of November last, for preceding half year,	20,000
	\$40,000

State of the Bank of the Northern Liberties, November 3, 1823.

Bills, notes, bonds, and mortgages,	\$171,605 60
Stock,	\$200,000 00
Banking house, lot, &c.	10,000 00
Specie, gold and silver,	58,282 86
Due from other banks,	51,972 83
Due from stockholders,	930 00
	\$622,937 29
Capital,	\$200,000 00
Dividend declared this day,	4,000 00
Dividends unclaimed,	291 00
Notes in circulation,	167,913 00
Due other banks,	15,787 18
Individual deposits,	234,682 47
Profit and loss,	333 64
	\$622,937 29

Note—Charter extended until 1st day of May, 1825, per act of 31st March, 1823.

Abstracts of the Debts and Credits of the Mechanics Bank of the City and County of Philadelphia, November 3, 1823.

To amount of capital stock,	\$530,320 00
Surplus fund,	68,173 07
Amount due other banks,	17,131 09
Notes in circulation,	181,423 00
Amount due depositors,	218,829 54
	\$1,015,876 70
By bills and notes discounted,	\$64,105 46
Stock of the bank,	21,476 26
Do. Chesapeake & Delaware canal, on which is paid,	1,730 00
Expenses,	39,240 00
Real estate,	9,356 40
Suspense act,	79,134 87
Specie,	39,512 75
Notes of other banks,	181,423 00
Amount due from other banks,	33,433 53
	\$1,015,876 70

Amount of dividend declared May 5, 1823, at 3 per cent.

Do November 3d, 1823, at three per cent,	\$11,225 50
	\$22,451 00

State of the Schuylkill Bank in the City of Philadelphia, 1823, Nov 3d.

To amount of capital stock,	\$499,625 00
Dividends unclaimed,	2,972 35
Dividend declared this day,	14,988 75
Notes in circulation,	232,667 00
Amount due to sundry banks,	19,334 31
Do do depositors,	338,611 15
Profit and loss—surplus fund	14,069 86
	\$1,120,768 42
1823, Nov. 3d.	
By amount of bills discounted,	\$716,923 74
Real estate,	49,909 60
Amount due from sundry banks,	61,699 01
loan to city corporation,	4,300 00
Schuylkill navigation stock,	5,000 00
Chesapeake & Delaware canal do	1,750 00
Schuylkill Bank do	7,266 50
Cash on hand, viz specie,	107,205 37
Notes of other banks,	168,813 00
	\$1,120,768 42

Rate and amount of dividends declared, viz. 1823, May 5th, 3 per cent on capital, \$499,625 00

Nov. 3d, 3 per cent on capital, \$499,625 00	\$14,988 75
	\$14,988 75